cycle news

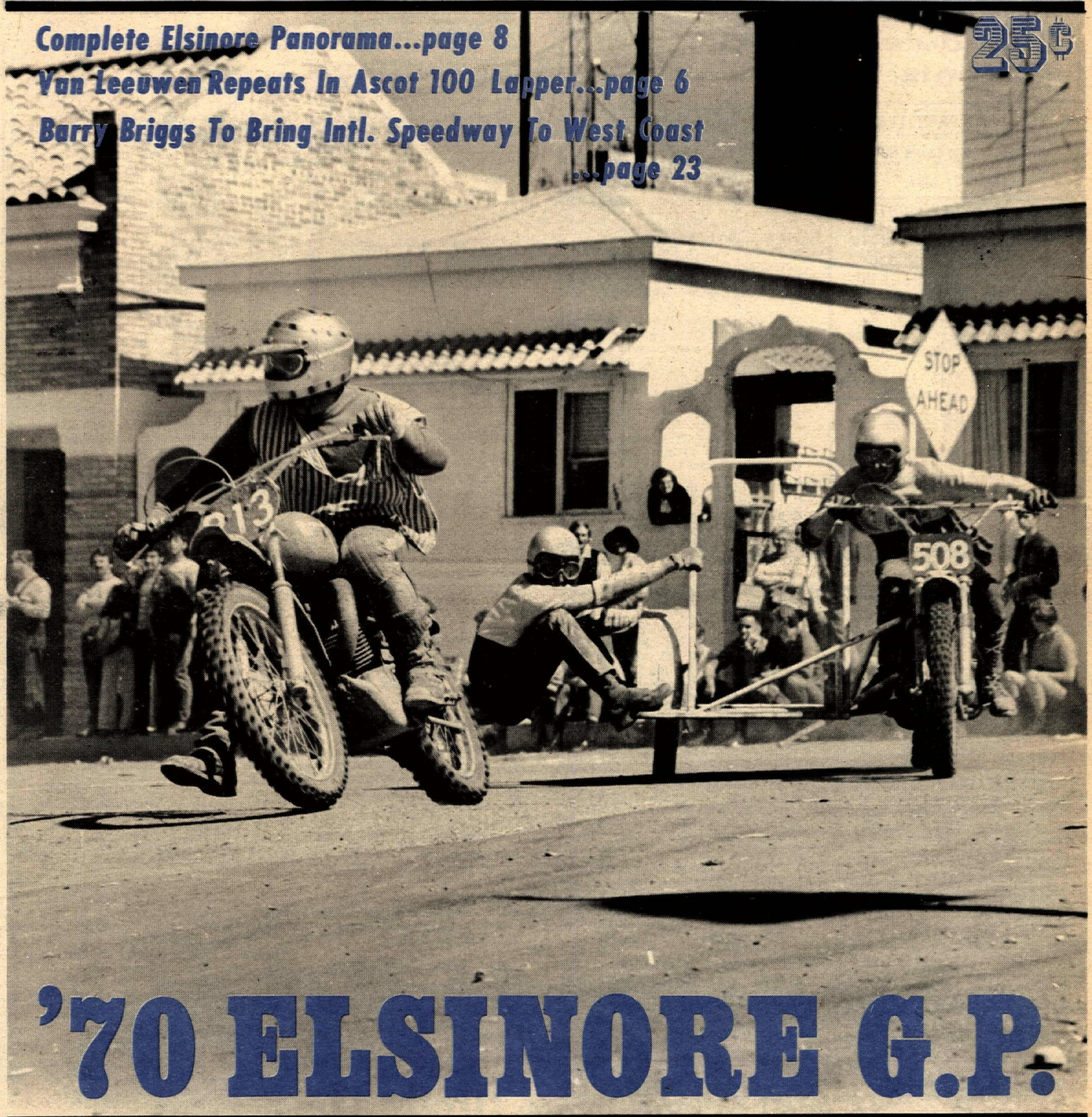
VOLUME VII NUMBER 9 | North & Western Edition | March 17, 1970

25¢

Complete Elsinore Panorama...page 8

Van Leeuwen Repeats In Ascot 100 Lapper...page 6

Barry Briggs To Bring Intl. Speedway To West Coast ...page 23



'70 ELSINORE G.P.

NEWSPAPER
CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

CALENDAR

Regularly Scheduled Events

ATTENTION PROMOTERS:
For Listing in this column call or write:
Paul Cosner, c/o Cycle News
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY NIGHT
TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

1st & 3rd SUN. OF EVERY MO.
Deadman's Point, Apple Valley, Cal. 1st Sun. European Scrambles, 3 Classes, 1 hr. each – 8 a.m. Practice – 10 a.m. start – 3rd Sunday, Motocross – all classes, 8 a.m. prac. – 10 a.m. start. $1.00 Entry Fee – Info: (714) 247-7473 (eves.)

COURSES FOR RENT

ADELANTO T.T. TRACK
Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info: (213) 927-3860.

FRIDAY, MARCH 13th

FREE FILM SHOWING by Pacific Coast Honda at Peck Park Auditorium, 500 N. Western Ave., San Pedro, Calif. Motocross and desert racing action films start at 8:00 p.m.

SATURDAY, MARCH 14th

SPORTRIDING at Huntington Beach Cycle Park. 1/2 mi. w. of Beach on Talbert. Minibikes on new TT course and hillclimbs 10-4. $1.00 per minibike and rider. M/C on motocross course $1.50. Info: (714) 897-4458.

SAT. & SUN., MARCH 14 and 15th

ENDURO PLUS MOTOCROSS by the Alamo Cycle Assoc. at San Antonio, Texas. Mail $2 entries to: Alamo Cycl Assc. Marathon, 245 Archimedes, San Antonio, Texas 78223.

SUNDAY, MARCH 15th

MOTOCROSS by Bay Mare Cycle Association, at Bay Mare Raceway. Dist. 37 points. AMA Motocross numbers only. Race starts at 9:30 a.m. Post entry $5, mail entry $3 to: B.C.A., 13902 Hamlin St., Van Nuys, Calif. 91401.

BENEFIT RIDE for the Los Angeles Police Memorial at Warren Wilson Motors, 9000 Sepulveda Blvd., Sepulveda, Calif. Post Entry $2.50. Check in 8-9:30 a.m. Souvenir pins, trophies and drill team performances. Info: (213) 894-9218.

DESERT 100 by The Sod-Buster's M.C. at Painted Desert, Calif. Take Hwy 80 (Interstate 8) east of Ocatilla, limed from Ocatilla turn off. Post entry $3. All classes welcome. Info: (714) 448-9702

SCTA Riding School at Saddleback Park, Orange, Calif. Take Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1-1/2 miles to entrance. Info: (714) 639-5832.

MOTOCROSS by the Sandblasters MC at Winnemucca, Nev. Course is 6 mi. north on Hwy. 95, limed from downtown. Entry $2. Practice 9-11 a.m. race at noon. Info: (702) 623-3496.

HILLCLIMB by the South County MC of Gilroy at 7800 Cienega Rd. Hollister, Calif. Trophies open to all classes. Admission $1.50. Sign-up 9-11 a.m. Start at 1 p.m. AMA sanct. Info: (408) 842-8888

ROAD RACE by the L.A. chapter of A.F.M. at Orange County International Raceway. Free balloons and pit passes for kids under 12. One entry fee lets a rider in all classes.

T.T. SCRAMBLES by the Desert Phantoms at Adelanto Track, Adelanto, Calif. AMA Dist. 37 points. Big bores run first at 8:30 a.m., Lightweights at 11:00 and Ultra Lightweights at 2:00 p.m. Sidehacks welcome. Entry $2.00. Info: (714) 269-2700 or (714) 346-7494.

HARE AND HOUND by the Sandblasters MC near Red Mountain, Calif. Follow lime from Red Mountain. AMA sanct., dist. 37 pts. Two 40 mile loops. Start 10:00 a.m., trail bikes 10:15 a.m. Entry $4.25. Club operated concessions. Big trophies. Info: (714) 375-7571.

ENGLISH TRIALS by Trial Trotters MC at Clear Creek, limed from Coalinga, Calif. Sign-up 9:30. Start 10:00 a.m. All classes. $3.00 entry. AMA Sanct. Info: P.O. Box 414, Coalinga, Calif. Or Ph. (209) 935-3311.

MOTOCROSS, ACA National Points Motocross, at Saddleback Park, Calif. Sportsman classes 100cc thru open, Senior classes 125, 250 and 500cc. Practice 9:30 a.m. First event 11:30 a.m. Info: (714) 528-4290.

MOTOCROSS by the CMC at Carlsbad Raceway, Calif. Fifth meet of Hallman Trophy Series. Seniors run for cash, Junior series winner takes 125 Penton and one year's sponsorship. Leathers etc. paid down to tenth place. First race 10 a.m. $10 post entry, $5 mail entry to: P.O. Box 1402, Costa Mesa, Calif. Info: (714) 646-3143.

MOTOCROSS by CMC North at Apple Tree Motocross Track, 7 mi. north of Freedom, Calif. on Green Valley Rd. Mail entry $5 to: CMC North, 944 Lucia Dr., Concord, Calif. 94520.

SPORTSMAN SCRAMBLES by the Oregon Sidewinders, at Clackamas, Oregon. Race track is on SE. Lawnfield Rd., east of 82nd in Clackamas, south of Portland. Info: D. Seifert, Rt. 3 Box 290, Oregon City, Oregon 97045, Ph. (503) 632-3857.

EUROPEAN MOTOCROSS by the Visalia Ramblers at Dunlap Cycle Park. 35 miles east of Fresno, Calif. on Hwy. 180 turn right at Dunlap turn off, four miles to park. AMA Dist. 35 points. $3.00 entry. Practice 8:30 a.m., race 10:30. 125cc, 250cc and 251 and up Jr. and Sr. Overnight camping.

MOTOCROSS by the Hi-Desert Racing Assoc. at Deadman's Point, Apple Valley, Calif. Gates open 8:30 a.m. Three motos all classes.

MOTOCROSS by the CMC North at Plymouth International Raceway. Second race of CZ series with free CZ motocross bike going to points leader at end of six race series. All fees will be applied from the cancelled March 1st race at Apple Tree. Info: (415) 682-3543.

T.T. SCRAMBLES at Perris, Calif. M/C Recreation Center. Gates open 10:00 a.m. pract. 10:30 a.m., race at 11:00 a.m. Non sanct. Knobbies OK. Info: (714) 657-3678.

MOTOCROSS by the Huntington Racing Assoc. at Huntington Beach Cycle Park, Calif. 1/4 mile W. of Beach on Talbert. Sign-up 8-10 a.m. $6.00 Post entry, $3.00 mail entry to: P.O. Box FA, Westminster, Calif. Mail in entries close March 11th.

DAYTONA 200 NATIONAL CHAMPIONSHIP AMA Road Race over 3.81 mi. course for Experts. Admission $5.00.

HARE SCRAMBLES by Cascade M.C. course located 23 miles east of Bend, Oregon on U.S. Hwy 20. Post entry $3.00 Races start at noon.

MOTOCROSS by the Visalia Ramblers at Dunlap Cycle Park, located on Hwy. 180, 40 miles east of Fresno, Calif. AMA Sanct., Dist. 35 points. Post Entry $3.00. Info: (209) 686-5696.

MON.-SUN., MARCH 15th

DAYTONA SPEED WEEK
March 9 to 15
MON: Registration for Amateur and Expert riders only. Track open for practice.
TUES: 9:00 a.m.–5:00 p.m.–Registration of riders. Practice over 3.81 mile course. Admission $1.00.
WED: 9:00 a.m.–1:00 p.m.–Practice over 3.81 mile course. 3:00 p.m.–Sportsman races at Speedway. Admission $2.00. 8:00 p.m.–Short track races for Novice riders at Memorial Stadium. Admission $3.
THURS: 9:00 a.m. – 12 Noon – Practice over 3.81 mile course. 9:00 a.m.–Endurance runs starting from Speedway. 2:00–5:00 p.m.–Qualifying trials at Speedway. Admission $2.00.
FRI: 9:00 a.m. – 12:00 noon – Qualifying trials and qualifying heat races for Novice and 250cc entries. 3:00 p.m.–100 mile Amateur Championship race over 3.81 mile course. Admission $3.00. 8:00 p.m.–Short track races for Amateurs and Experts at Memorial Stadium. Admission $3.
SAT: 1:00 p.m.–76 mile Novice race over 3.81 mile course. 3:00 p.m.–100 mile 250cc class race for Expert and Amateur riders over 3.81 mile course. Admission $4.00. 8:00 p.m.–Short track races at Memorial Stadium. Admission $3.00.
SUN: 2:00 p.m.–"DAYTONA 200" – National Championship AMA Road Race over 3.81 mile course for Experts. Admission $5.00. American Motorcycle Association's annual motorcycle show at Armory Tuesday thru Saturday nights. Infield parking $1.00 for cars.

FRIDAY, MARCH 20th

AMA PROFESSIONAL HALF MILE at Manzinita Park, Phoenix, Ariz. $2400 purse, Ramp to ramp jump by Evel Knievel. Agajanian Enterprises, night program. Nov., Am., Ex.

SATURDAY, MARCH 21st

GARY BAILEY'S MOTOCROSS SCHOOL at Dunlap Park, Fresno, Calif. $15.00 for individual and group lessons, from 9 a.m. to 5 p.m. Info: (209) 255-2704.

SAT. & SUN., MARCH 21 and 22nd

ENDURO by the Texas Travelers M.C. San Antonio, Texas. Enduro runs day and night. Must have legal street machines. AMA sanct. Mail entry $5 to: Texas Travelers Enduro, 2911 Jasper St., San Antonio, Texas. Info: ED 3-8598.

POKER RUN by the Safari Trail Riders at Jawbone Canyon, Calif. Turn off of Hwy. 14, 18-1/2 mi. N.E. of Mojave, Calif. and follow "Safari" signs for 5 mi. Easy access for trailer and campers. $2.00 entry at camp. Women run Sat., Men run Sun. Dry camp bring water. Info: (714) 526-5670. (CANCELLED)

SUNDAY, MARCH 22nd

ROAD RACE, ACA National Points Road Race, at Carlsbad Raceway, Calif. All Jr. and Sr. GP classes. Also all tourist Trophy classes. Practice 9:00 a.m. First event 12:00 noon. Info: (714) 528-4290.

AMA NATIONALS, 80 mile Enduro Championship.

Free Admission
Free Refreshments
Fri. the 13th
Starts 8:00 p.m.
New MOTOCROSS & DESERT Racing Action
750 Soft Seats
NO TICKETS NECESSARY
Watch For Regular Monthly Free Film Showings
Sponsored By:
PACIFIC COAST HONDA
2073 W. Pacific Coast Hwy., Lomita
Peck Park Auditorium
500 N. Western Ave.,
SAN PEDRO, CA.
(near Park Western Shopping Center)

TROPHY PRESENTATION
PROSPECTORS M.C.
Fri. Nite– 8:00
APRIL 3rd
FOR THESE EVENTS:
Dec. 21st Eur. Scrambles
Feb. 1st Gold Rush Enduro
March 1st I.S.D.T. Qual.
MANHATTAN BEACH
PROPERTY OWNER'S HALL
540 Rosecrans, Manhattan Beach

T.T. SCRAMBLES by the Huntington Racing Assoc. at Huntington Beach Cycle Park. 1/4 mile W. of Beach on Talbert. Sign-up 8-10 a.m. $2.50 Entry for non-members $2.25 for members. Info: (714) 897-4458.

T.T. SCRAMBLES at Perris Calif. M/C Recreation Center. Gates open 10 a.m. pract. 10:30 a.m., race 11 a.m. Non-Sanct Knobbies OK. Info: (714) 657-3678.

MOTOCROSS by the Sledriders MC at Deadman's Point, Apple Valley, Calif. AMA Sanct. Dist. 37 points. Three motos all classes. Course and bar both wet.

POKER RUN by the Hi-Way Kings MC, start at Long Beach Harley-Davidson, 3654 Long Beach Blvd. Long Beach, Cal. Donation $1.75. AMA Sanct. National sportsman points. Souvenir pins, and trophies.

SCRAMBLES by the Sportsmen MC at Saddleback Park, Orange, Calif. From Newport Fwy. drive east on Chapman Ave. to Santiago Blvd. Turn right to Saddleback Park. AMA Sanct., Dist. 37 points. Gate opens 7:00 a.m.

EUROPEAN MOTOCROSS by the Explorer Post 305 at Dunlap Cycle Park. 35 miles east of Fresno on Hwy 180 turn right at Dunlap turn off, four miles to park. AMA Dist. 35 points. $3.00 Entry. Practice 8:30 a.m., race 10:30 a.m. 125cc, 250cc, 251 and up Jr. and Sr. Overnight camping.

MOTOCROSS by the Huntington Beach MC at Saddleback Park, Orange, Calif. AMA sanct., dist. 37 points. Post entry $4.00, mail entry $2.00 to: Huntington Beach M/C, 14201 Riverton Circle, Westminster, Calif. 92683. Sign-up close 9 a.m. 3 app. dist. No. plates. Info: 539-8882.

MOTOCROSS by the Slow Spokes MC at Vino Villa near Portland, Oregon. Take Hwy 26 west from Portland, 9 mi. to Helvetia Rd., follow signs. Entry $2.00 11 a.m. start, lots of trophies. Info: (503) 645-2269.

HARE SCRAMBLES by the Rough Riders MC at Carnegie Cycle Park west of Tracy, Calif. Limed from Hwy 580 and Carrol Hollow Rd. west of Tracy. AMA sanct. Entry $2.50, sign-up 9 a.m.

HARE SCRAMBLES by the Invaders MC, limed from Lucerne, Calif. Third annual "Saucer Run" Two 40 mile loops. 10 a.m. start.

MOTOCROSS by the ACA at Saddleback Park, Orange, Calif. Take Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1-1/2 miles to entrance. Info: (714) 639-5832.

HARE AND HOUND by Rough Riders M.C. at New Carnegie Cycle Park, on Tesla Rd., Livermore, Calif. AMA sanct. Info: (415) 846-8457.

MOTOCROSS by the CMC at Fontana Raceway, Calif. Sixth race of the Hallman Trophy Series. Seniors run for cash, Junior series winner takes 125 Penton and one year's sponsorship. Leathers etc. paid down to tenth place. First race 10 a.m. $10 post entry, $5 mail entry to: P.O. Box 1402, Costa Mesa, Calif. Info: (714) 646-3143.

MOTOCROSS by Intl. Racing Enter. at Bay Mare Raceway. 1st West Coast qualifying round for East-West Challenge Match. Info: Intl. Racing Enter., 6605 Desoto Ave., Canoga Park, Calif. Ph: (213) 348-3349.

MOTOCROSS, ACA National Points Motocross at Anzac Raceway, Ave. T, Palmdale, Calif. (CANCELLED) Sportsman Classes 100cc thru Junior classes 125, 250 and 500cc. Practice 9:30 a.m. First event 11:30 a.m. Info: (714) 528-4290.

MOTOCROSS by the CMC North at Helvetia Park, 6 mi. West of Sacramento, Calif. on Hwy 16. Third race of CZ series, with free CZ Motocross bike going to points leader at end of six races. Info: (415) 682-3543.

HILLCLIMB at Uvas Dam Cycle Hills near San Jose and Gilroy, Calif. Admisphies, Info: CL 8-2684.

the ACTION'S at
SADDLEBACK
ORANGE COUNTY'S MOTOR PLAYGROUND

MARCH 15
ACA Motocross
SCTA Riding School
MARCH 22
AMA Motocross
Huntington Beach M.C.
AMA Scrambles
Sportsman M.C.
MARCH 29
CMC Motocross
APRIL 5
Saddleback Scrambles
APRIL 12
Mini-Bike Scrambles

OPEN WEEKENDS 8–5
MON., THURS., FRI.–9–5
Admission $2.50; Minis $1.50

SADDLEBACK PARK
BOX 2455, ORANGE CALIFORNIA 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

RIDE WITH THE BEST

RIDE CMC EVENTS

MOTOCROSS

MAR. 15th – CARLSBAD
(Hallman Series)

March 22nd – FONTANA
(Hallman Series)

MAR. 29 – SADDLEBACK

APR. 5 – PERRIS

– RAIN or SHINE –

3# Plates Req.

CMC MEMBERSHIP REQ. $5.00 Mail Entry, $10.00 Post Entry. Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

RAIN DATE MARCH 22
BAYMARE
Professional Motocross
$545 cash Sr.
YAMAHA AT-1 MX
High Point Junior
O/all Winner & Championship Trophy
ENTRIES REOPENED TIL MARCH 20th
(entries sent in previously will be accepted for the Mar. 22 event.)

$5.00 MAIL ENTRY
$5.00 POST ENTRY
(+ Gate Fee)

Seniors Paid Per Moto:
CASH PAID ON SPOT!
250 & 500cc: 1st-$40; 2nd-$20; 3rd-$10; 4th-$5
125cc: 1st-$20; 2nd-$10; 3rd-$5

Send $5.00 Mail Entry to:
I.R.E., 6605 Desoto Ave.,
Canoga Park, Calif.
Post Entry: $7.00
Ph. (213) 348-3349

Promoted By International Racing Enterprises

International Racing Enterprises
MOVES TO
ANZAC RACEWAY
With A Back-To-Back Series
MARCH 29- APRIL 5
1st Prize (Overall Junior Winner)
SACHS 125 M-X
1st Prize (Overall Senior Winner)
SACHS 125 M-X
Special 100cc Junior Class For 50% Trophies
FREE EASTER EGG HUNT (12 & Under)
MARCH 29th
1st PRIZE : New Maverick Mini-Bike
$5.00 Mail Entry To:
I.R.E., 6605 Desoto Ave., Canoga Park, Ca.
$5.00 MAIL ENTRY
$5.00 POST ENTRY
(+ Gate Fee)

FREE 2nd ANNUAL
Husqvarna Owners
Family Picnic
Easter Sun.
Mar. 29
Free
Activity Starts 9:00 a.m.
Saddleback Park
Your Admission Ticket Is Your Husky Motorcycle
Races - Prizes - Contests - Awards
SPECIAL BAR-B-Q Featuring 10¢ Beer
HUSKY
MEET HANS HANSEN
Sweden's Top I.S.D.T. Rider
See Your Local
Husky Dealer For Details

CYCLE NEWS

"America's #1 weekly motorcycle newspaper. You'll always see it FIRST in Cycle News!"

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Published weekly except the first and last week of the calendar year by Cycle News, Inc., Post Office Box 498, Long Beach, California, also publishers of Cycle News East. Second Class Postage paid at Long Beach, California.
Editorial stories, cartoons, photos, etc. are welcome. Write for information. Addressed, stamped envelope assures return of editorial matter. Reprinting in whole or in part only by permission of the publishers. Advertising rates and circulation information will be sent upon request.

Subscription: one year 2nd class mail $7.50

Cycle News East and National Advertising information:
Thomas Culp..National Advertising Dir.
Cycle News (West), P.O. Box 498, Long Beach, Calif. 90801
(213) 427-7433 L.A. 636-8844
Northern Office
1470 Broadway, Walnut Creek, Calif.
(415) 934-1995
Northern Representatives:
Lyn Jensen
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Single copy price . . . . . 25¢

voices

SPORTSMANSHIP PERSONIFIED

During the last CMC motocross at Carlsbad, I witnessed a true act of sportsmanship that probably went unnoticed by 90 percent of those attending.

The incident occurred in the second 250 Senior moto when a nonranking CZ rider had a problem starting on the line. Jim Wilson held up the start for him. In the pits, Jim's father pushed the CZ rider around the pits to get him started. The race started with the CZ rider.

Jim went on to win, but he won more than a race in the eyes of this Junior.

MOE LEBOVITZ
Carson, Calif.

NATIONALS INTEREST

Would you please publish a list of National Numbers for 1970. You have done this in the past. There is a lot of interest here in the Northwest as to who got the new numbers.

Also, is there going to be coverage of the Eastern and Midwestern Nationals this year. I feel this is the most desirable part of your paper.

LARRY SMITH
Portland, Ore.

A phone call to Worthington, Ohio produced the list of National numbers printed on this week's results page. There are several gaps among the names but the list is official and accurate as dated.

This year's National circuit will be covered by CYCLE NEW'S three regional editions each with its own news gathering staff and interconnecting teletype system. This way western readers will get the first word on eastern and south-Nationals...Ed.

LEND YOUR SPARE CORPUSCLES

Are there any clubs or individuals who would be willing to donate blood?

15 months ago Charles Lamourex went off the sweeper at Perris. During that time he has spent 6 months in the hospital for 3 major hip operations. He is back in again for 2 more. So far he owes the Red Cross Blood Bank 16 pints and will need more.

If anyone wants to donate, please call (714) 431-0318 or you can donate through the Red Cross to: Charles A. Lamoureux Orange County Medical Center, P.F. 212493.1.

If anyone wants to send a card, his address for at least 2 months will be Orange County Medical Center, 101 South Manchester, Santa Ana, Calif., Room 327.

JACK LAMOUREUX
Seal Beach, Cal.

GRIPE COLUMN

Please put the following in the gripe column of Cycle News.

Where were the Jesters Sunday, March 1? They were suppose to present the trophies from their February race.

I want my trophy, and so do a lot of other deserving riders.

It seems the Jesters are "fair weather" riders, because they didn't show at the "Master Links" Hare Scrambles to present their trophies.

Where are the Trophies?

KEN RATZLOFF
El Monte, Cal.

SEND STURDY A CARD

On Feb. 1st T/Sgt. Dale E. Sturdevant was injured critically while participating in a race at Manzanita Speedway in Phoenix, Ariz. Sturdevant is in the Air Force and is stationed at Luke A.F.B. Phoenix.

Sturdevant was running 5th place in the Open Main when the 4th place rider, Rick Kraft also of Phoenix, byle broke his primary chain. This caused Kraft's bike to flip end over end leaving him injured and spread eagle in the middle of the track. Sturdevant tried to miss the fallen rider and the cycle took a high bounce off the retaining wall. The bike came down on him causing extensive injuries. Kraft and Sturdevant were taken to nearby Good Samaritan Hospital in Phoenix.

A member of the Air Force, Sturdevant has raced throughout the United States. While stationed in Misaws, Japan he did some test riding for the Honda Co. Then, while at the Tachikawa base he was promoted to a Jr. rider and served as an officer in the M.C.F.A.J. racing organization.

All you friends out there can send Sturdy a card at this address: 3114 N. 65th Drive, Phoenix, Arizona.

M. GARRITH
Phoenix, Ariz.

THEY DO IT IN ENGLAND

Huntington Beach Cycle Park really disappointed a lot of motocross riders on March 1st. Why cancel a motocross race because of mud? After all they race every Sunday in England and the mud doesn't stop them!

My main gripe is that I called the park the night before the race and they told me the race would be run! When I arrived at the park Sunday morning, a man told me the race was cancelled because they didn't want to cut up their track! They must have turned away 50 riders at the gate.

ERICA SMITH
Tustin, California

The H.B.C.P. motocross course is usually a delightful mud bath even in dry weather but sections of the MX course run across the smooth TT track that is used for other races. After a heavy rain the knobbies would make ruts that would be too rough and dangerous for a high speed T.T. on a later date...Ed.

Photo courtesy of Motor Cycle News

Pictured above is one of the three BSA Rockets now on their way to Daytona, along with three Triumph Tridents. The machine shown here is identical to the one which will be raced by the nine-times world champion. A BSA spokesman told MCN that the Daytona machines are 25 per cent more powerful than standard giving a power output of over 78 bhp at the rear wheel

HOW GOOD WOULD IT BE?

I just read the letter by Dave Larson, March 10 issue, and I really hope his friend beats the law suit. I remember the letter by the people sueing him and it said something like "He had to pull one last wheelie". I wasn't there, but I'm pretty sure they were standing close enough to see the "real knobbie-to-knobbie action", when the freak accident happened. I'm sorry that someone had to die because of this, but I'm equally sorry to see these people try to financially ruin a guy and put him through so much mental strain for the loss and stupidity. I hope to see more letters about the subject. Maybe chain link fences for spectators would help, but then how good would the pictures be?

DALE WYMER
Riverside, Calif.

IT'S ALL IN THE FAMILY

In your results for the Adelanto TT Scrambles, February 22, you have Brenda Smith down as the winner in the Powderpuff race. It was instead, Elaine Smith who won that race.

We two and another sister Claudia all race. Beacuse of this we expect mix-ups in results but would like to straighten out all mistakes that may happen.

BRENDA SMITH
CLAUDIA SMITH
ELAINE SMITH
Bakersfield, Cal.

FAR BETTER STORY

Three weeks ago I anxiously awaited the new issue of Cycle News to read abou the TT races at Adelanto. To say that I was disappointed is putting it mildly.

I read the entire article and saw only remarks about Novice and Amateur riders.

I am not begruding these beginners any publicity and am happy that the girl who wrote about them likes their style but, do you realize that there was a far better story on the result page?

In the 250cc Expert Main, three of the country's top sportsman riders, Carl Byers, Gary Scott and Wayne Hosaka finished 1, 2, 3.

When these three mix it up in a Main event, there had to be something going on in the heat races too. Were Jimmy Raymond or Ray Vanderpool also in the fray? We don't know.

BOB BLOCKER
Lemon Grove, Cal.

At least that week we didn't get complaints from the Novices about being ignored...Ed.

THROUGH THE DOWNPOUR

I would like to express my thanks to #873 on the new Husky. He towed me, with a lot of patience, to check #1 in the Master Links Hare Scrambles, through the downpour. Desert racers are the greatest!

PATRICIA WASDEN
Los Angeles, Cal.

A CLUB WITH PROPERTY

Northern California has recently added a new A.M.A. chartered motorcycle club to its ranks. The new formed club is called the Coastriders M.C. which caters to active competition riders. There are presently 27 chartered members with membership growing rapidly. Meetings are held on Thursday nights, two times a month in Half Moon Bay, 30 miles south of San Francisco.

The club has already obtained property for the members use and hopes to organize sanctioned races (TT, Scrambles & Motocross) sometime in the near future. Club officers are Steve Wilson (President), Mike Burelson (Vice President), Don Ivan (Secretary-Tres.) and Dale Ivan (Club Referee).

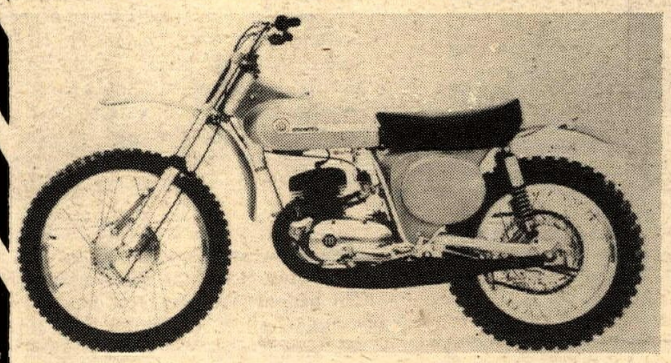
COASTRIDERS M.C.
Half Moon Bay, Cal.

COMPARE!!

Montesa Riders Are Winning

YOU! CAN'T BUY BETTER THAN THE BEST

CALIFORNIA STATE TT CHAMPION
CAPPRA 250—FIVE



AMERICAN INTER-AM CHAMPION
CAPPRA 250 G.P. M-X

THE WORLD CHAMPION
COTA 247 "TRIALS"

HOUSTON NATIONAL T.T. 6th
CAPPRA 360 G.P. SCRAMBLER
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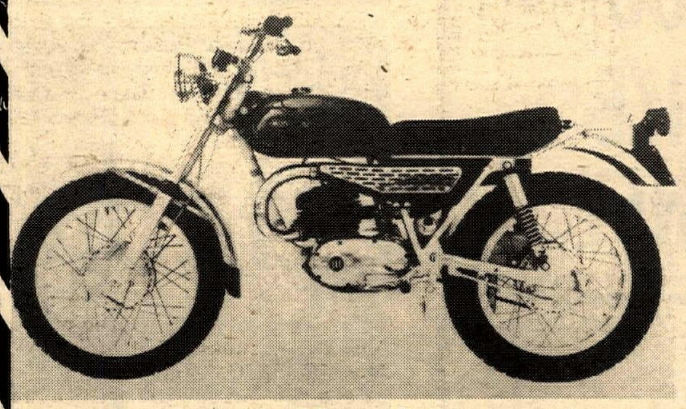

I.S.D.T. Gold Medal Winner
250 KING SCORPION

Tim Hart wins 1969 A.C.A. 500cc Motocross CHAMPIONSHIP riding a 360cc Montesa Cappra G.P. M-X exclusively.

Jim Raymond dominated the A.C.A. Flattrack & T.T. action in 1969, riding Montesa Cappra's exclusively. He won the 250cc Flattrack CHAMPIONSHIP, the 500cc Flattrack CHAMPIONSHIP and the 250cc T.T. CHAMPIONSHIP. Jimmy backed this impressive display with a convincing win the Novice final of the California State T.T. CHAMPIONSHIP.

Ken Ratzloff, riding for Kar Cycle Co. in El Monte, made it 2 weeks in a row in the desert by winning the 500cc Novice Class at the Master Links Hare Scrambles, March 1. Ken rides a Montesa Cappra 360 G.P. Scrambler with the super-big desert tank.

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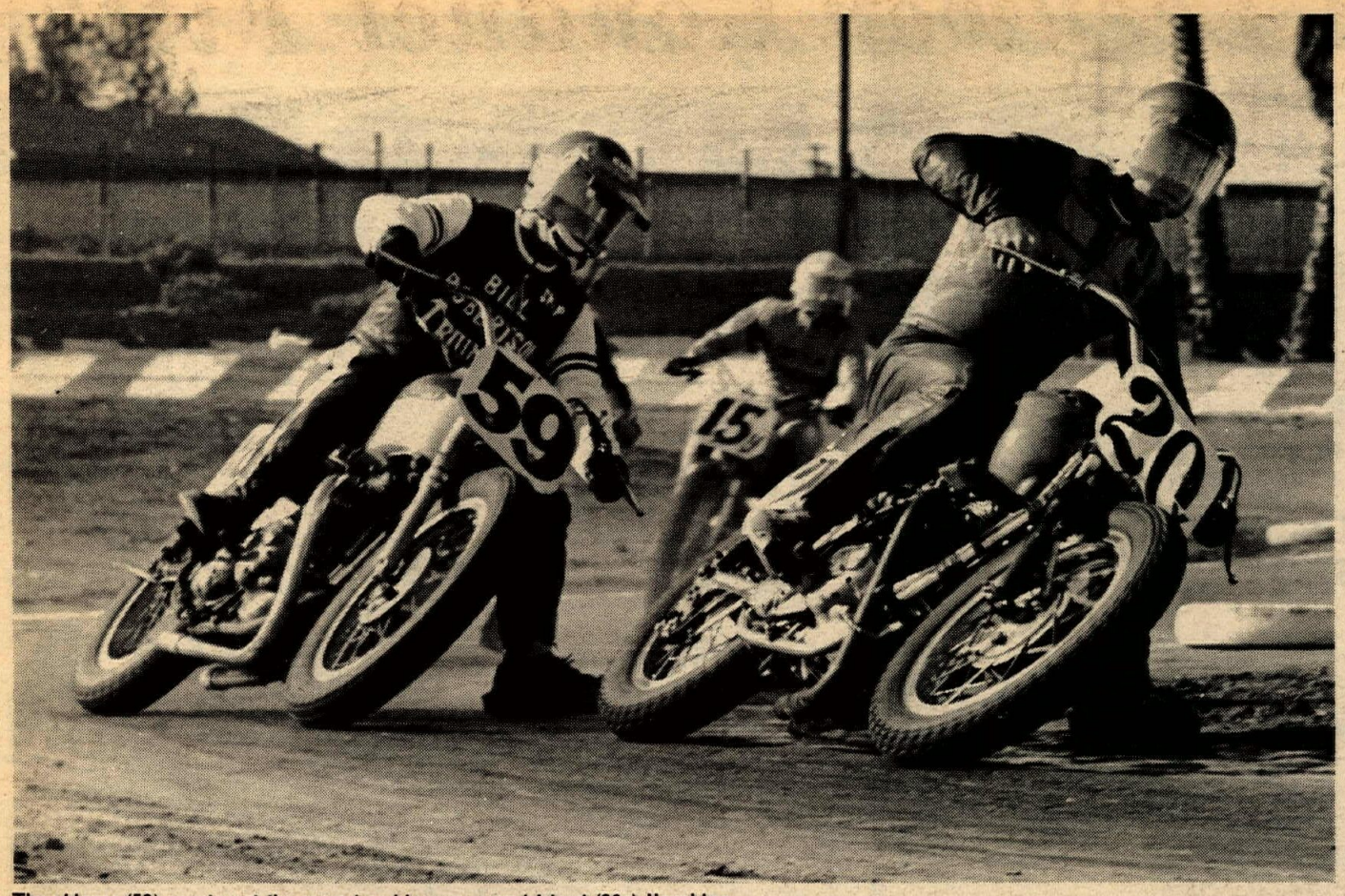

The skipper (59) scouts out the ground on his way around Lloyd (20x) Houchins.

Ascot

By Paul Cosner
John Shedd Photos

GARDENA, CAL., Mar. 1, 1970 – Skip Van Leeuwen celebrated a happy 5th today as he ripped off the lion's share of a $3660 purse up for grabs in the Annual 100 Lap T.T. Steeplechase at Ascot Park. Van Leeuwen thus becomes far and away the winningest rider in the event's history, having previously won in '63, '67, '68 and '69.

Triumph motorcycles have an even more definite edge on the competition, being undefeated in the entire 10 years span of the series. Predictably enough, then, it was Triumph that ran off with the top time trophy. Paul Bostrom, riding a Bonneville for Custom Engineering out of Bakersfield, whistled through the traps at a cool 49:40 to earn the pole position.

The first Semi saw Mike Konle gun his Triumph into a lead that he refused to relingquish for the next 10 laps. Jimmy Raymond, aboard a 360cc Montesa Cappra dogged his heels for a while, but eventually slipped back to 5th.

Al Kenyon got the nod in the last Semi, running away from Jim Ashmore and Dave Bellina, who accounted for the other transfer spots.

Pole-sitter Bostrom, who finished 2nd to Jim Rice at the Astrodcome TT last month, elected to take the outside slot in the front row for the 100 lapper. This put super-quick Amateur John Hateley on the inside with Bob Bailey sandwiched in between.

As the roar of 66 screaming pistons rent the smog-laden air of Ascot, over 4000 naked eye-balls watched Lloyd Houchins jump from the 2nd row and beat the crowd into the 1st turn. Bostrom was in 2nd, followed by TT perennial Eddie Muler and Skip Van Leeuwen, who had shot up from 7th.

Starting his drive, Van Leeuwen picked off Mulder and Bostrom, then set his sights on Houchins. Lloyd wasn't having any, and kept Skip at bay for 3 laps before dropping to 2nd. Houchins gamely managed to repass, only to forfeit the lead to Van Leeuwen on the next-go-round. Meanwhile National Champion Mert Lawwill was steadily improving his position after starting way back in 17th spot.

By the 17th lap the Skipper was flying low. He had pulled out quite a lead on Houchins, Bostrom and Lawwill and was starting to lap the tail-enders. On the 21st lap Mert, who had been riding an exceptionally smooth and stylish race, lost it in a big way on the only badly rutted corner in the course, and dropped many positions by the time he re-started. Bill Manley on a Norton moved up to claim the newly vacated 4th spot.

Van Leeuwen kept up his terrific pace, making it all look almost effortless – just dial on the correct amount of throttle and stick the proper foot out at the appropriate moment. If Houschins and Bostrom were running like the prover-

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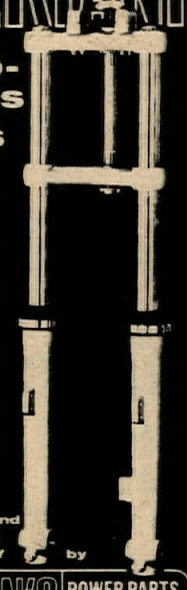

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Hears Van Leeuwen Conduct Fifth

bial freight train then Van Leeuwen just had to be the Fireball Mail.

After running nose-to-tail with Houchins for many laps, Bostrom moved up to 2nd on the 42nd tour. Skip had pulled out such a lead, however, that Bostrom was coming over the jump at the exact same time that Van Leeuwen was halfway down the front straight!

Ignition gremlins put Bostrom out on the 48th lap, leaving Houchins in 2nd again and Tom Rockwood, who had very patiently worked his way up from 12th place, in 3rd.

By lap 78 Rockwood was becoming very serious about annexing 2nd place and Skip was beginning to pace himself. Houchins had his own ideas about the 2nd place pay-off, though, and it took Tom all of 90 laps to make good his threat. About this time Eddie Mulder experienced engine troubled, and just to compound matters, a flat tire.

Van Leeuwen almost lost the whole shootin' match on lap 91 when Bob Haynes fell right in front of him. Skip missed Haynes, stepped off without killing the motor, picked it up again and split within a matter of seconds.

After 100 laps it was Van Leeuwen, Rockwood, Houchins and Amateur Bob Ferro. Time for the event was 1 hr., 22 min. and 24:42 sec.; off Van Leeuwen's record time of 1 hr. 21 min. and 36:77 sec., set in 1967.

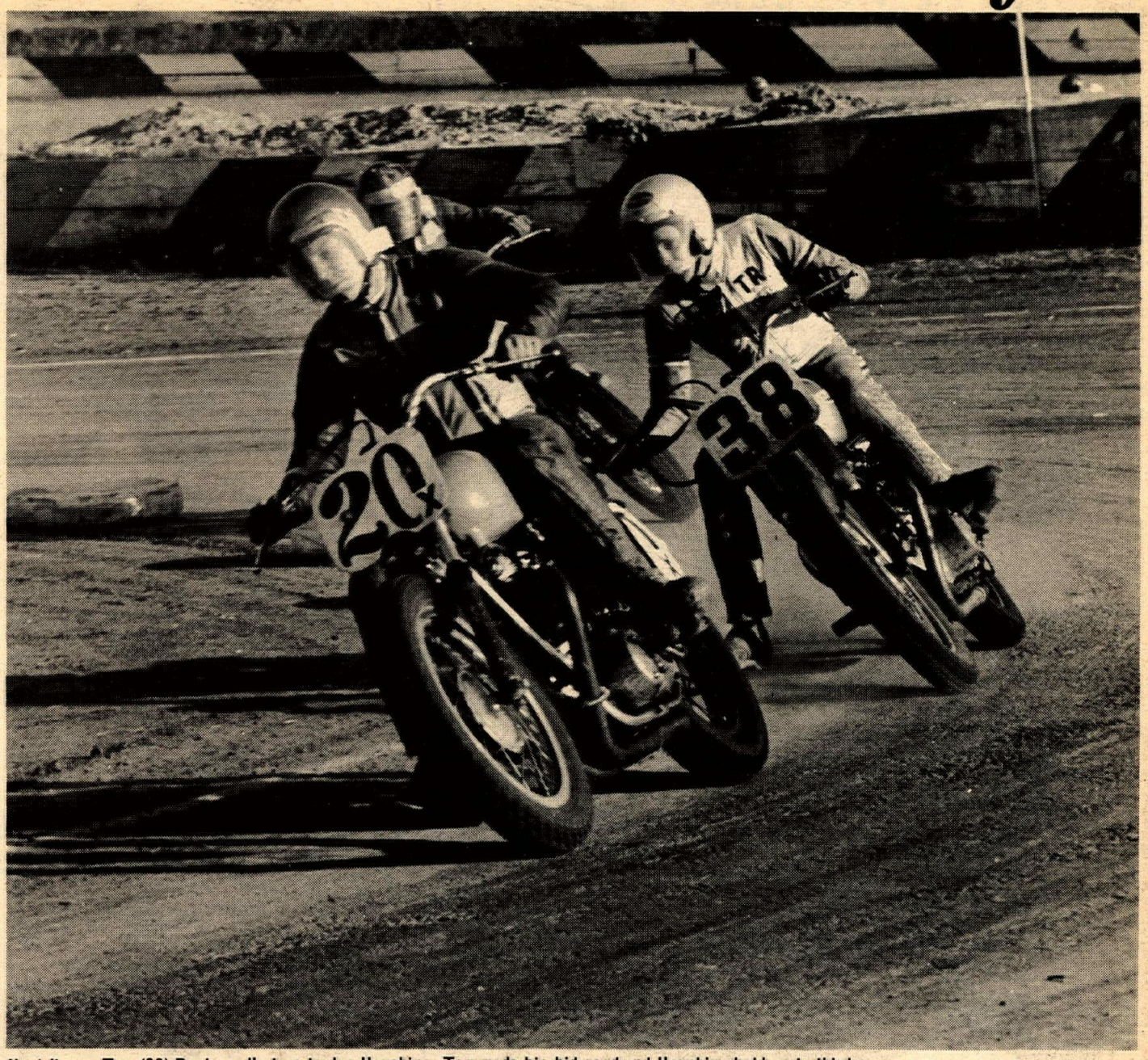
Tuner Danny Macias had plenty to be proud of, since he was responsible for the preparation of both the 1st and 2nd place Triumphs. He'll get a second chance to savor the moment on March 21st, when A.B.C.'s Wide World of Sports present their coverage of the event.

(Results on page 19)

H-D 750 AVAILABLE IN LOS ANGELES

Harley-Davidson's new race-ready OHV X-R 750 is available in limited number in the L.A. area from Los Angeles Harley-Davidson at 2531 So. Main according to Sales Manager Arnie Freeman.

The 45 cubic inch pushrod vee twin is Harley's hope for bringing the number one National plate to Milwaukee again this year.



Next it was Tom (38) Rockwood's turn to dog Houchins. Tom made his bid good and Houchins held on to third.

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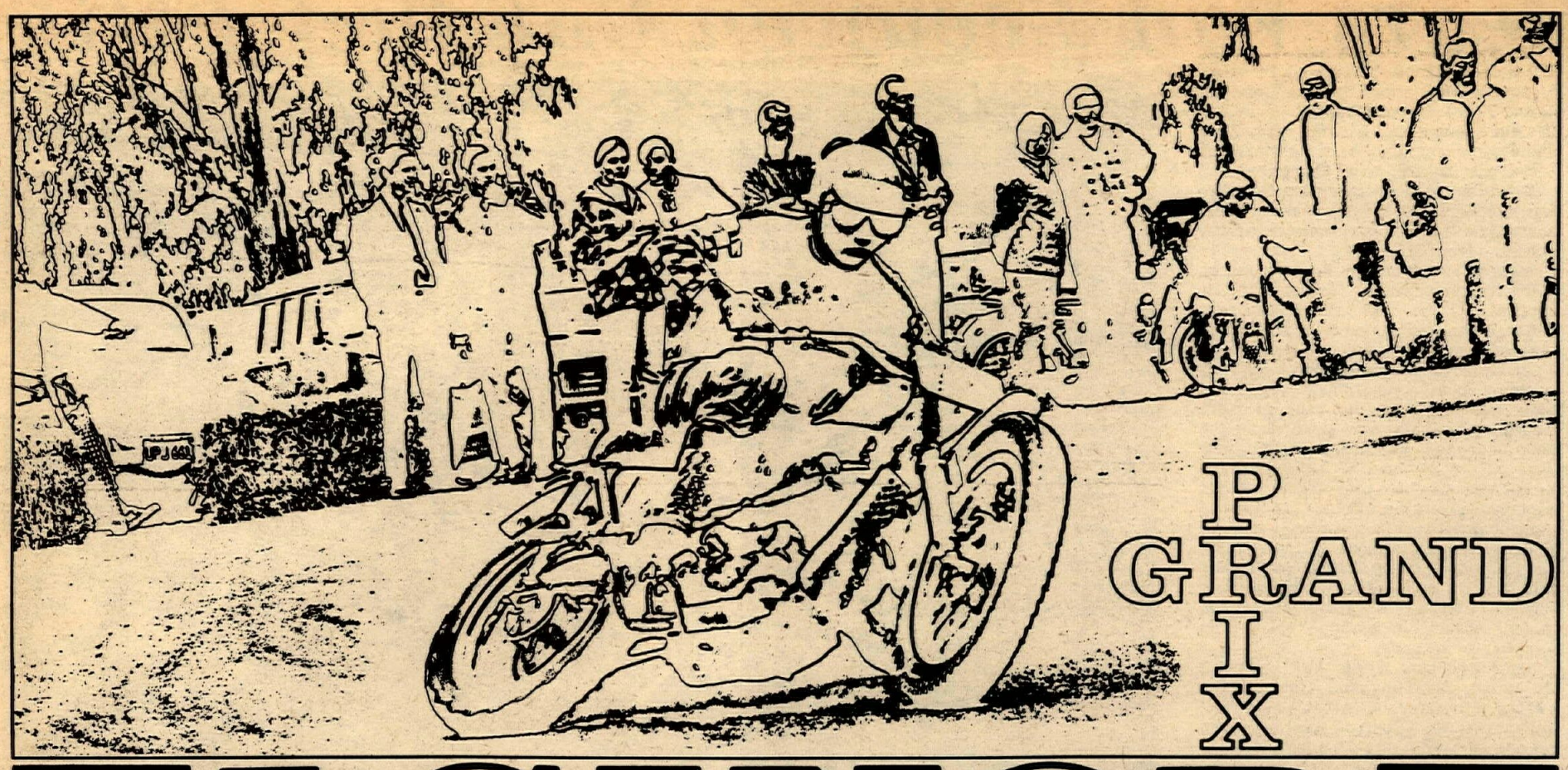
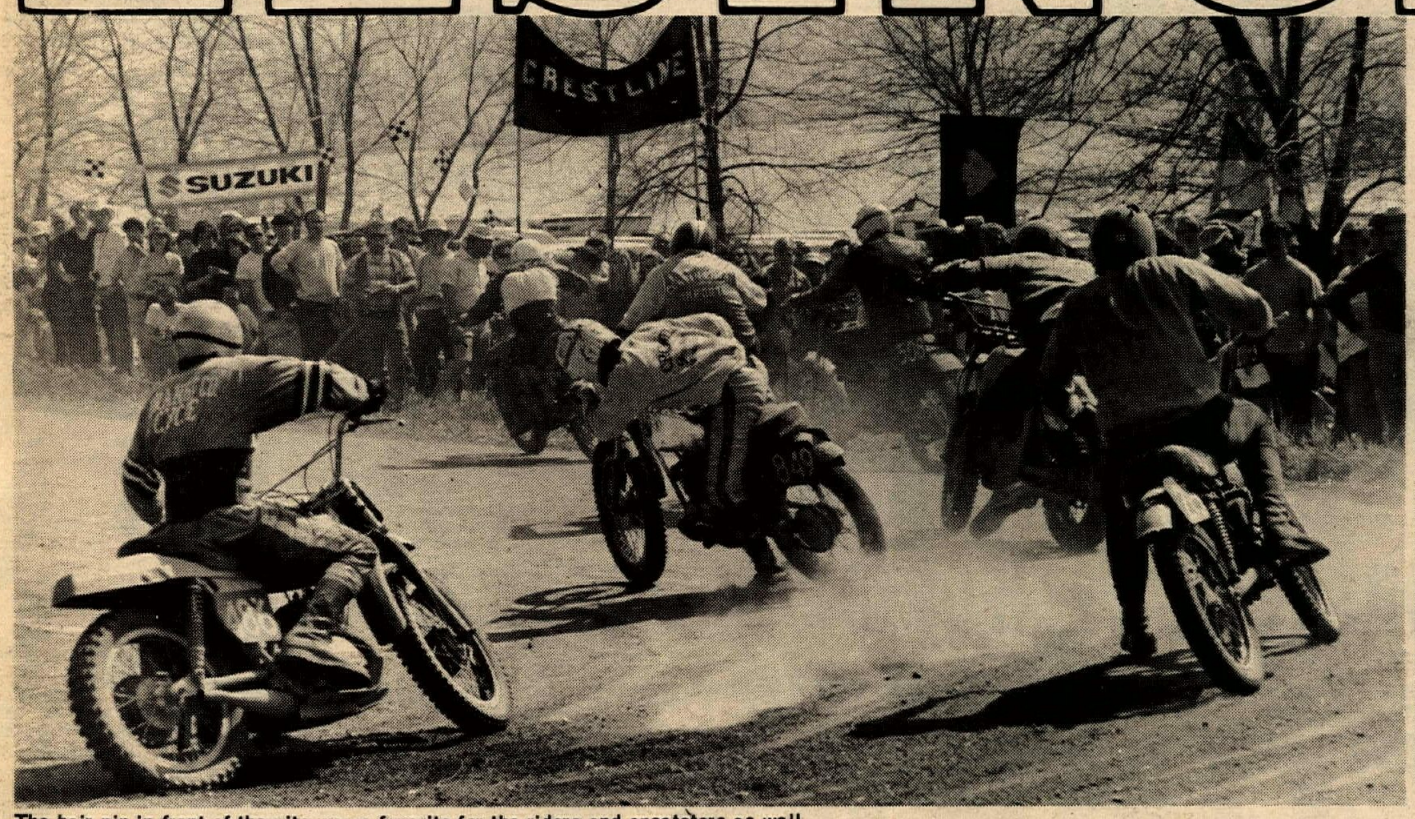


ELSINORE GRAND PRIX



The hair pin in front of the pits was a favorite for the riders and spectators as well.

The local residents more than tolerated the motorcycles. In fact, they enjoyed them.

A long line of California's fastest dirt hacks tread through the streets.

Jim Wilson leads a line of Sunday's big bike contestants.

By Bob Sanford

No one knows exactly who won, yet. But it doesn't make that much difference.

Indeed, it's true that the Elsinore Grand Prix is advertised as a race. And it's equally true that the riders try their damnedest to grab the checkered flag.

But all of that is really secondary.

More than a race – more than a setting for riders to vie for top honors – the annual frolic around the streets and back country of Elsinore is a Motorcycle Event, with a capital M and a capital E.

It's a chance for "New Image" motorcyclists to put their thing together.

And, baby, that's exactly what they did.

Describing the Gripsters Motorcycle Club bash is a difficult thing. But try this: To the atmosphere of one Oklahoma rodeo, add flavoring from the LeMans, France Grand Prix. Sift in the continual excitement of a three ring circus, along with some beer drinking lessons acquired at the Oktoberfest in Munich, Germany. For coloring, add a movie star ot two, an occasional hippie, a few "old Image" biers, and a telecopter constantly hovering overhead. Finally, add at least three thousand motorcycles – complete with noise and fumes – to 40 or 50 thousand people from Middletown, U.S.A., a variety of campers, vans, tents, and several tons of food and drink. Let the entire mixture simmer for two days around the shores of sunny Lake Elsinore. When completed, send tired happy ingredients home, to await a repeat performance next year.

But all of this is not to say that the Grand Prix doesn't feature some very fine racing. Far from it.

For two days, nearly 600 competitors dashed around the horrendous ten mile loop at breakneck speeds. Leaving ten at a time, riders screamed down the streets of Elsinore, each trying to be first to tackle the mud, rocks, sand and hills of the off-road section. And shortly after the last riders had left, the first group would make their appearance at the other end of town. At 70, maybe 80 miles per hour, the riders would attack the asphalt, slowing only briefly for the corners and hairpin turns. And then back to the boonies again.

In the event that the rider and bike held together, contestants were required to make ten complete turns around that obstacle course, laughingly described as a race track.

Officially, it all started at about 9 a.m. Saturday, when Jim Foxe, racing director for the Gripsters, called the 0-250cc riders together to give them their instructions. He told them a little about the race, and a lot about how to get disqualifed.

A little after 10 a.m., they started letting riders into the ballpark, where all bikes had been impounded the night before. And around 10:30 a.m., riders, led by last year's winner, Bill Onga, began pushing their machines toward the starting line.

Eleven o'clock, the scheduled starting time, came and went, and riders were still manhandling their bikes out of the impound area (Foxe said later that he had "miscalculated" the time required to get all bikes pushed to the starting line). Eleven thirty, twelve o'clock, and bikes were still being pushed into position.

But finally, shortly after noon, the signal was given, and the engines were started. Absolutely deafening! Over 1000 unmuffled engines whining at top RPM, waiting for the official to give them the go ahead. And then it came.

(Continued on page 10)

Dirt riders adapted quickly to the pavement and the antics on the street corners had the big crowd aghast.

S. Norton finds the limit in Sunday's race.

Crossing the railroad tracks. No, he didn't make it.

T. Massalla and Kr. Krohn, Montesa team tried to think small as charging Steve Hurd looks for a way around. Steve is a good bet for Sunday's winner.

It's More Than A Race. It's Sun, Mud, Speed, Fun And Fiesta.

A passle of Saturday's lightweights try out various cornering techniques.

The course varied from smooth pavement to rocky hoop-de-doos.

Ten abreast, group after group, they came off the line and jockeyed for position down the highway and onto the dirt.

Most of the spectators opted for a vantage point on the city's streets. And after the last group had been given the flag, necks craned, trying to catch a glimpse of the first rider to make it through the rough stuff and back into town.

"There he is! There he is! Who is it? What's his number?" And who do you suppose? None other than Husqvarna mounted Malcolm Smith. With an unbelievable lead on the first loop, Smith attacked the course like this was something he did every day. For kicks, just before breakfast. You couldn't see the wings, but they must have been there.

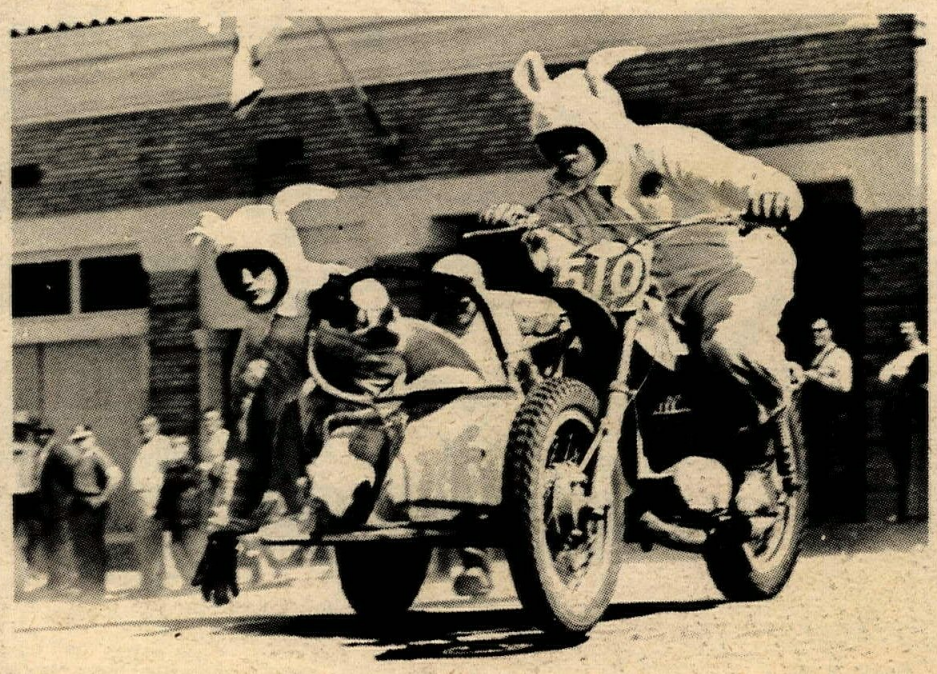
And unless there's some validity to the rumor that Gary Bailey and his Greeves grabbed the lead during a Smith pit stop, the Expert from San Bernardino will undoubtedly be awarded the overall lightweight trophy at the presentation ceremonies (Nowporter Inn, Newport Beach, Friday night, March 13).

But Smith didn't fare so well in Sunday's big bike competition. Looking exactly like a repeat of Saturday's race, Smith grabbed a sizeable first lap lead. But, coming out of the pit area on the fourth lap, he and his big Husky 360 ran into a spectator trying to cross the track. The lady was rushed to the hospital, reportedly in serious condition. And Smith, nursing a badly dinged arm, was out for the duration.

Then, it was number five, Steve Hurd and his Maico, who set the pace. At least it was probably Hurd. No one will know for sure until the official results are tabulated, but most observers feel that the Montebello bike owner will probably walk away with big bike honors.

Sunday's running also featured sidehack competition. And if you've never

TOP: It wouldn't be Elsinore without mud. At least here the spectators kept their distance. BOTTOM: We didn't believe it either.



Even though our service department is closed on Sundays, our service department manager, Whitey Martino, isn't exactly twiddling his thumbs.

HARE SCRAMBLES
Master Links
Adelanto, Calif.
March 1, 1970
By Dick Wright

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Elsinore 1970 had everything but a brass band and marching elephants.

seen these three wheelers lumber around the track, you've missed some heavy-duty entertainment.

It's virtually impossible to tell at this juncture who will wind up with sidehack class honors, but if the winners were determined on the basis of spectator appeal, two guys dressed in rabbit suits – that's right, two oversized bunnies – would surely get the trophy.

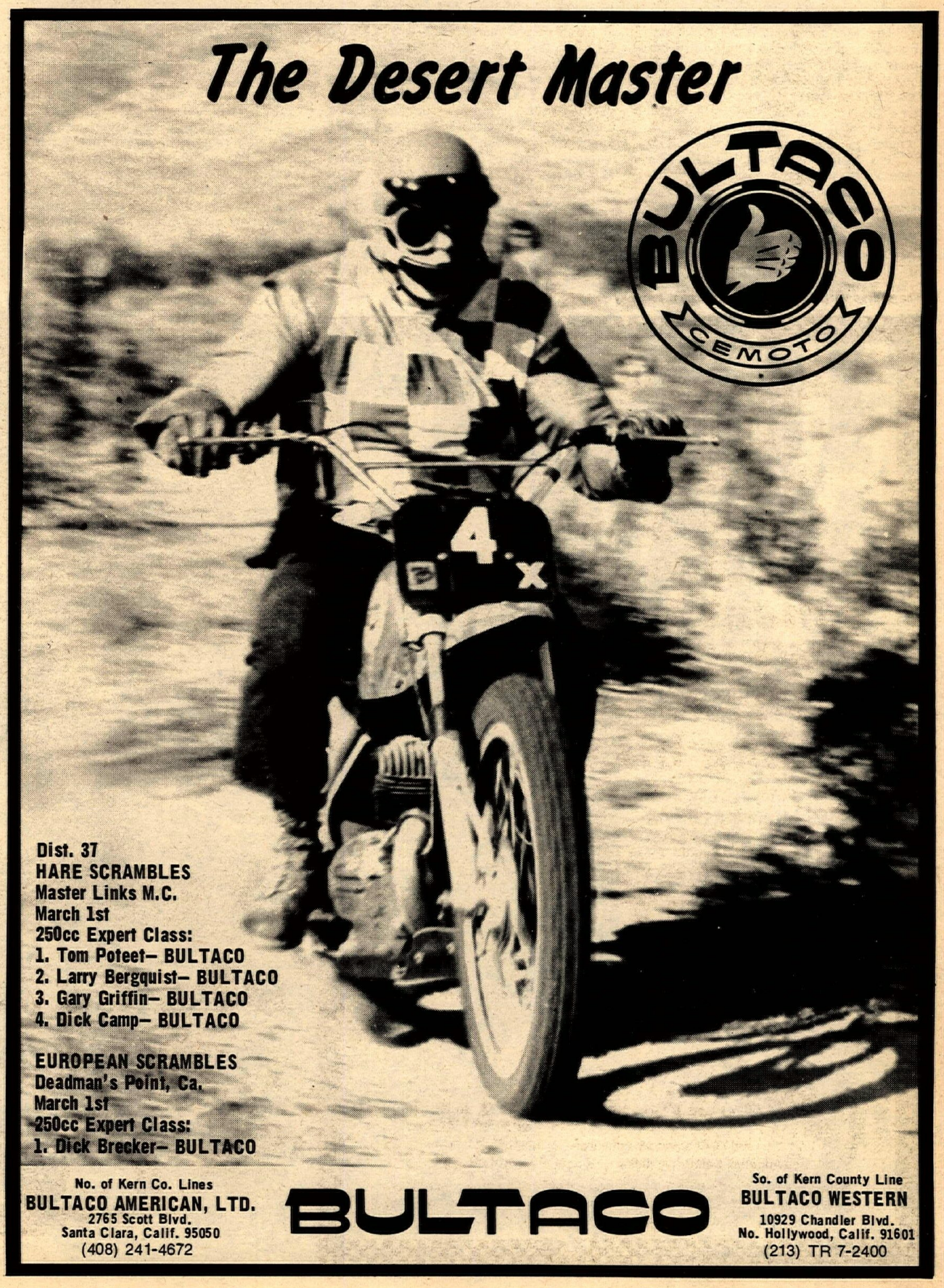
One of the biggest highlights of the two day event was the appearance of The Man, Steve McQueen. (Thousands of pointed fingers, and not so silent whispers, "There he is, there's Steve Mc Wueen, It's really him!" You start to get an understanding of what he means when he tells a group of awe-struck youngsters, "Come on, man. Give me a break. I'm tired. Get out of the fishbowl for awhile.") Competing on both days, Mc Queen proved beyond a shadow of a doubt that there is nothing plastic about his motorcycle riding ability. He more than held his own with some of the best in the country, and probably will end up somewhere in the top 10 per cent of those competing this past weekend. On Sunday, however, McQueen did an endo and injured his foot. He finished the race, but by the end of the day it became increasingly difficult for him to walk. He drove his pick-up out of the pit area, but said he planned to stop at a hospital to have the foot x-rayed for possible fractures.

After all was aid and done, spectators and riders alike agreed that the event was more than a small success.

And Jim Foxe, along with Grady Lafferty, president of the International Racing Radio Crew, would be among the first to concur. Foxe described the event as "pretty fantastic." The only problem, both men agreed, was spectator control: At least three had been sent to the hospital, and another several dozen had narrowly missed being hit by the big, fast bikes.

The Gripsters racing director pointed out that his club has only 19 active members, and couldn't possibly have staged the race without the assistance of Lafferty and his radio crew.

Lars Larsson unicycles past the gallery. Lars was an early front runner.



Texas Road Racing Season Opens In Austin

By John Blanton

AUSTIN, TEXAS: March 1, 1970 – The traditional Austin Raceway Park season opening road race was held today, and the rains that plagued last year's opener were back for a return run again. However, the skies soon cleared, and no serious accidents results from the wet track.

Jet Tharp (92) and Darryl Hurst (34) set the pace on the banking turns at Austin Raceway Park.

In the 500cc Production class, Bentley Hardwick won on his 500cc Suzuki and set a pattern that he was to follow the remainder of the day, save for one race. Second, third and fourth in the event were Tommy Byars (500cc Suzuki), Jet Tharp (350cc Yamaha) and Pete Gibbs (500cc Suzuki).

Winner of the Open Production class was also Benny Hardwick, this time on the very sharp 750cc Norton. Next were Thomas Williams (750cc Honda), Eddie Patton (750cc Honda) and Steve Kastner (650cc Triumph).

Edward Green won the 100cc GP heat on his Suzuki after a race-long tussle with Jim Lutz on the former Johnny Bryant Yamaha, a dice which saw Lutz using up almost all of the pavement (and, once, more) on the turns as he drifted both wheels in the slick. Third and fourth were Harold Peters and James Sloan on their Kawasakis.

Jim Lutz was back in the 200cc GP heat to win on his 175cc Bultaco. Next came James Gardner (175cc Honda), Kenneth Gooselaw (175cc Bridgestone) and Willard Kelley (175cc Honda).

Jet Tharp, Darryl Hurst, Jesse Reed and Pete Gibbs made it a 1-2-3-4 sweep for Yamaha in the 250cc GP heat, and Benny Hardwick returned in the Open GP heat to win again on the Storm's Norton over James Henry's streamlined version of the same bike, Patton's Honda and David Boucher's 500cc Suzuki. The 500cc GP was won by Mike Cone (350cc Yamaha) over Ray Stringer's G-50 Sealey Matchless.

The 200cc and the 250cc Finals were run concurrently, and the winner of the 200cc class was Lutz on the Bultaco after early challenger Jim Gardner slipped off into the culver at the hairpin turn. Darryl Hurst was the 250cc winner on his Yamaha, and second was Bennie Campbell (kawasaki). Bennie pressed the leader throughout the race but never headed him, and he was, himself, pressured from behind by Jet Tharp (Yamaha), especially near the last when it appeared that Tharp would make a bid to pass. But Bennie claims that he recognized the threat and that on the last lap he sucked the Yamaha too fast into the esses near the pits. Tharp crashed heavily and could not remount for the remaining fifty yeards.

Bentley Hardwick appeared set to take the Open GP on the Norton, but soon after the start Mike Cone was dicing with him on the 350 Yamaha. Finally Benny took the slip road at the hairpin, and he eventually pulled up at the finish just even with Larry Beall's 500cc Kawasaki, then running in second place.

Larry's Kawasaki is the one he will ride at Daytona as are many of the other new mounts ones that will appears with their riders at the "200". The outlay of new machinery at this first meet of the year forecasts some vigorous competition for the Texas racing circuit this year. Darryl Hurst's TD2 is new (he formerly raced a 100) as is Mike Cone's 350. Bennie Campbell, who campaigned a Suzuki last season, is now with U.S. Cycles in Universal City and astride a 250 Kawasaki. Two others who have switched to 250 Yamahas are Bob Nagiller (lately of the Open class) and David Watkins, previously a front runer on a 175 Bultaco. There are more, besides, and the trend to the 250 class seems significant.

As for Austin Raceway Park, as the last checkered flag fell on the last finisher, the sounds of racing died out forever at the race course. Hardly four years old, it is being sold to developers.

(Results on page 19)

SPEEDWAY RIDERS TO CROSS UP AT ANTELOPE VALLEY FAIRGROUNDS

The Speedway Racing Assn. has announced the acquisition of the Antelope Valley Fairgrounds, Lancaster for the coming 1970 season for the spectacular sport of Speedway Racing to be presented by John Reccio and Jack Holmes.

Contracts have been recently signed for this long awaited stadium by John Roccio, who is a recent Pearblossom resident. The contracts came through the efforts of Foster Phebus, A.V.F. coordinator.

The sport of Speedway racing has been recently making a strong comeback after 15 years of relative inactivity due to the shortage of the special racing equipment required and is now drawing sport fans by thousands in California.

The local U.S. champion Steve Bast and last year's champion Rick Woods are both eager for the opening of A.V.F. California Champion Sonny Nutter with his own Speedway fans club, Stu Morley long time favorite dirt track racer, Don Hawley a man's man racer, Larry Heinselman from Great Bear Racing Team, Dewayne Keeter recently returned from the European racing circuit, and many more will be racing at A.V.F.

Three pre-season races are planned at the Fairgrounds, April 12, May 10 and June 7, with the regular weekly season to start June 21st. Special discount passes to groups will be available. For any information you may call 714-521-6422.

ROESELER AND McCLURG TEAM UP FOR MINT 400

By Wanda Roeseler

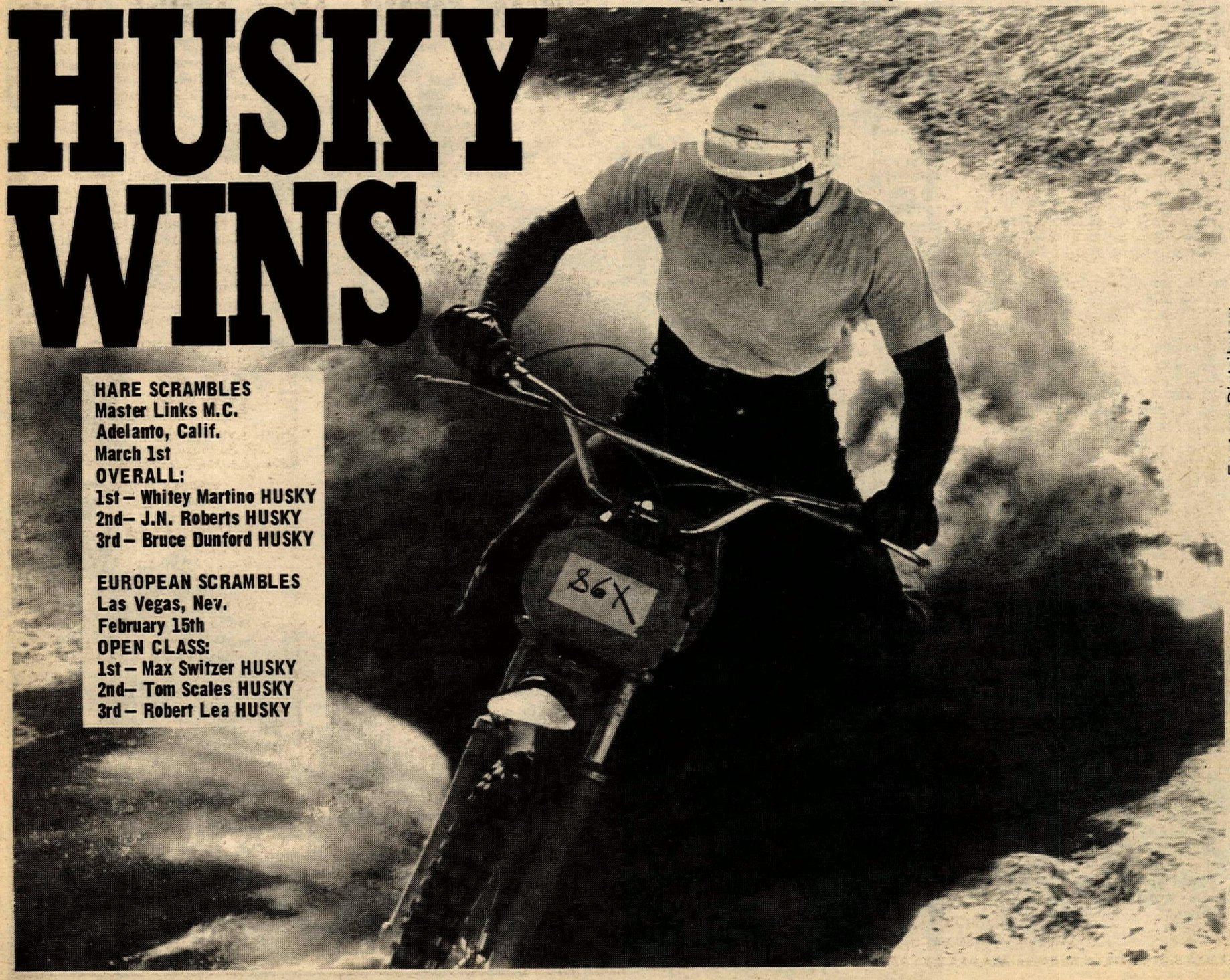
Two more riders throw their helmets into the ring at the "Mint 400".

Veteran partners of the Mexican 1000, Earl Roeseler and Jim McClurg will be out to win that $6,000.00 prize money. They'll be on a Yamaha from Dale's Modern Cycle of San Bernardino, Cal.

Earl has been riding desert for the last 14 years and earned the #1 desert plate in 1965. He has won more than 60 trophies.

Jim McClurg has been at it for less than 4 years, but he made it to the top in those 4 years. He was a winner in the 1969 Baja 500, and took a 7th in the 1969 Mexican 1000. He also has many wins in T.T. and desert events.

These two riders will be ready for the Mint challenger.



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CYCLE NEWS NORTH

Oregon Turnout Slim But Enthusiastic

By Jeanne Friestman

HERMISTON, ORE. March 1st – Turnout was skimpy at the Blue Mt. M/C Hare Scrambles due to an unexpected snow fall and scanty publicity. Only 55 enteries rode the 45 mi. course in mud that concealed the identity of even the top riders.

Speed was the main element. But this day would show a man's talent. If he could see! he was doing great; But maneuverability was the key. Joe Corder had that key as well as a smile under all that damp dirt, his 250 CZ carried him to an overall victory with a few min. to spare.

Maico riders, (360cc) Mike English and Don Harris won first and second place honors respectively in the Open class.

Second to Corder in the 250 class was the completely mud covered Rick Poulin on a Miaco. Yamaha mounts Allen Brogoitti, Gerold Huges and Don Peterson ranked 3rd, 4th, & 5th respectively.

Yamahas dominated the 180 class with Lynn Onohundro taking first and Curt Brewer, Terry McMickel, Nathen Wabaunsee and Doug Graves trophying 2nd, 3rd, 4th, & 5th, in that order.

In the 100 group it was Lyle Marshall on a Hodaka first, Fred Durfee on a Kawasaki second, Stew Osbord, Hodaka, third, Scott LeFore Kawasaki fourth and Al Osborn, Hodaka, fifth.

Motocross rider drives hard to get by opponent in the River Ridge Motocross at Washington.

Wash. Spectators Line Ridges To Watch

ZILLAH, WASH. Feb. 22, 1970 – A buzzing crowd of about 1,500 spectators lined the ridges of the River Ridge Motocross motorcycle race course at Rankville, as the Poulins of Selah led the competition.

Dick Poulin captured the Open class on a Maico and Rick Poulin, also on a Maico, won the 250cc A-Main.

Curt Brewer of Kennewick on a Yamaha won the Junior event and Mike Jaekel of Walla Walla on a Hodaka, the 125cc race. The 175cc-250cc consolation race went to Len Onohundeo of La Grande, Oregon. Rick Poulin on a 250cc Maico had his work cut out for him with Jim Pomeroy on a new 250cc Yamaha, and Doug Munson on his 250cc Husky, made a very exciting race. Doug is point leader in the Northwest Motocross Association eight race series.

Behind Dick Poulin in the Open class was Yakima's Loren Schooley who just before the race was thrown from his machine and was thought initially to have suffered a broken leg. Schooley, however, after being brought back to the assembly area recovered and went back to compete. Rocky Lanphere on a Bultaco and Craig Campbell on a Maico battled it out for 3rd and 4th places. In the second moto, Craig and Rocky went down in a corner, it resulted in Craig turning the throttle a little tighter and crossing the finish line in spectacular form. (Just before the finish line was a very soft-rutted place. Craig came out of this and across the finish line a little out of control, he was hanging on to the handlebars but his feet were higher than the seat. His first comment to his father was "did you get a picture of that?"

Thr riders all commented on the course that it was fast to be that rough. It had variety and was really a great course. It had tight corners – up hill straights – rough choppy places and a drop of Joe hill. It reminded me of the Saddleback course in California.

The spectators could see all the course and enjoyed watched – and yelling for their favorite riders. One gentleman attending his first race said, "the announcer, said this is the 175's or 250's or something, but whatever they are they're sure going fast."

It was a beautiful, warm, sunny February day. The perfect beginning for our motocross season in the Yakima Valley.

(Results on page 18)

Cycle '70 theme girl, Barbara Fletcher, poses with San Francisco Mayor, Joseph L. Alioto.

Cycle '70 Expected To Draw 50,000 People

The 4th annual San Francisco cycle show is shaping into one of the finest motorcycle expositions ever held, according to show producer John Renesch. He reports a record number of commercial exhibits for this year's show with all but one major manufacturer confirmed as of now. An exciting array of privately entered show machines include a record turnout of classics and antiques, vintage trials and speedway bikes, and three wheeled customs.

Cycle '70 runs from April 1st through the 5th, and opens at 4:00 p.m. on weekdays and 11:00 a.m. on Saturday and Sunday. A forum is scheduled with National Champion, Mert Lawwill, in the Cycle '70 theater. The recent change of calendar in the A.M.A. professional tour will force Mert to leave for the weekend to compete at Kent, Washington. However, Lawwill is planning to host the forum each night until he has to leave.

More accessory-type displays are also planned for this year's show, a result of a customer survey last year. 50,000 are expected to attend the five day show which will include lovely models describing various privately entered show bikes from a microphone on three stages within the show. The new larger theater will allow more people to view exciting racing films, since many people were unable to be seated at last year's theater.

Some of the other features of Cycle '70 will include leather fashions, T.V. and movie motorcycles, Don Vesco's 214 mph Bonneville streamliner, all the new "super-bikes", and Doug Schwerma's 525cc prototype Yamaha 3 cylinder.

For those who wish to enter a privately owned show machine or need commercial display space information, additional details can be obtained by calling San Francisco(area code 415) 989-3760.

Children Benefit From English Trials

By Lyn Lyon

SACRAMENTO, CALIF. March 1, 1970– Dawn today found Goethe Park being buffeted by strong winds and intermittant rain. By the time 99 undaunted tri71s riders met for the rider's meeting, the wind had died down, but the rain had turned to a steady downpour – a fine day for English trials.

P.I.T.S. Sacramento was holding a benefit trials, the proceeds going to the Sacramento Children's Receiving Home.

Richard Hood took over-all honors with a fine ride, losing only 13 marks. over 40 sections.

In the morning, 75 Novices and 5 Women rode three laps of ten very wet and difficult sections.

The 126cc and over Novice class was taken by Bob Powell with a loss of 56 points. He was closely followed by Jim Higgins with 60 points lost and Kim Proctor with 62.

Don Enos took the honors in the 125cc and under Novice class with 77 points lost, followed by Joe Eckels and Gary Diehl with 86 and 88 points lost.

Although there was no official ladies class, the unofficial honors were taken by Barbara Roberson who tied with Lyn Lyon, but won by having the first "on" lost.

Rich Hood was followed in the Expert class by Paul Olliges and Lane Leavitt with 20 and 27 marks lost.

15 year old Robert Tyson won the Amateur class losing only 22 points. D.W. Belvoir with 31 and Danny Qualls with 36 took second and third place.

Merchandise awards were donated by a number of Sacramento Cycle shops and these and the trophies were awarded under a bright sun and clear sky ending a great day of riding.

(Results on page 19)

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Keefe Picks Off Cycliers European Scrambles

By Jack Light

BAKERSFIELD, CALIFORNIA. March 8, 1970 – Ideal weather greeted the 150 plus riders, and many spectators that came to compete and witness this spectacular form of competitive cycling. The Cycliers, headed by President John Foster, are to be congratulated for the well organized program.

This was the day for the combination of Dennis Keefe and Husqvarna to be unbeatable. Dennis rode flawlessly to come from dead last off the line in the 250 class, to methodically pick off the front runners one or two at a time to cross the finish line with a good margin for victory. Dennis was able to get off the line in good shape in the big bore class, and was never really in trouble from start to finish, although hard charging Bill Oliver and his Husky pushed all the way, Dennis was heard saying, "That Oliver just doesn't let up for one second", truer words were never spoken. Mike Keen, also riding a Husky was never very far behind the two leaders, for a well deserved third spot in the big bike class.

Phil Taylor continued his very impressive ways of winning, by speeding his Maico to victory in the 125 class, Phil shows a lot of natural talent, and much will be heard from him in years to come. Ricky Long was second behind Phil, with the third spot taken by Rod Spurlock also riding a Yamaha.

The 500 and Over class provided some of the fastest, classiest, hairiest, action of the day, with a few unexpected developments thrown in for good measure. Dennis Keefe and Bill Oliver were close enough to resemble a four wheel motorcycle at times, these two had dices going from start to finish, pushing their Husky's to the limit of both bike and rider. Mike Keen, also Husky mounted earned a third spot, with Terry Davies and his C-Z for fourth.

The six mile circuit provided every opportunity for the riders to test their skill and endurance, to some the hour time limit seemed like days, while to others, it was over too soon. Many of the more hardy, were seen riding the hills afterwards, for the fun of it. Such is this sport of cycling, it can be, and normally is a good clean, healthy form of relaxation.

(Results on page 19)

Riders are almost as numerous as the sage brush on this hill that was the start of the Cycliers European Scrambles. Dennis Keefe teamed with his Husqvarna for the Overall win.

The course had its ups and downs as is demonstrated by this picture of four riders on opposite sides of the valley. Talk about your big dippers.

The Scrambles picked up its European flavor by having part of the course marked with flags, motocross style.

$12,500 Mint Purse Pays Down To 15th Place

Las Vegas, Nev.– Ninety of the nation's top off-road riders have taken front starting positions in the 3rd Annual Mint "400" Del Webb Desert Rally scheduled for March 21 in the Southern Nevada Desert near Las Vegas.

The 400-mile desert marathon is the richest chase in motorcycle racing history with a guaranteed purse of $12,500.

Prize money will go deep into the pack with cash going to the first 15 bikes to cross the finish line. First-place will receive $6,000, with the number two rider netting $2,000. Third to cross the line will take home $1,100 and fourth place money is marked at $800. The remaining $2,600 will be broken-down to $650 for 5th place; $350 for 6th place; $300 for 7th place; $250 for 8th place; $200 for the 9th spot; $150 for 10th; and $100 going to 11th through 15th spots.

The deep-reaching purse has annually paid prize money to every finisher since no more than 10 riders have ever finished a single race.

In the pole position this year is the highly ranked off-road team of Preston Petty and Bob Ewing both from Sepulveda, California. Seated two at the starting line will be two other off-road greats, last year's winning team of Mike Patrick and Phil Bowers, from Montebello, California. J.N. Roberts is seated 69 at the starting line.

Filling the remainder of the front slots is one of the most impressive lists of riders ever to compete in an off-road race. Movie Star Steve McQueen is in 4th slot; Gene Fetty and Bill Silverthorne are in the number nine slot; Jack Froelich and Gary Griffin are seated 14; Gary Preston and Larry Bergquist are 17th; Bud Welty and Gary Leopold are 19th and Malcolm Smith and James Martino are 22nd slot. In the remaining positions are professional and top amateur riders from across the U.S. and Canada.

Race Director Mel Larson plans to limit the pack to 100 bikes this year. "Safety is our main concern," said Larson. "With the rough terrain and thick dust, no more than 100 riders can safely compete on the loop."

Riders' nerves tense up as they wait for the banner to drop.

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Slo-Pokes Slog Through In Santa Maria Motocross

By Margaret Earnest

SANTA MARIA, CALIF. March 1, 1970– Mud, sweat and tears was an apt description of the condition of the course, riders and machines for the Lompoc Slo-Pokes motocross held Sunday, March 1.

Rain drenched the newly made course for three days prior to the scheduled race but the advertisements read "Rain or shine" so the club went on with the show! Show it was too, like something straight out of Laugh-In, can you believe fantastic lap times of seven minutes on the 9/10 mile course? The 100 Juniors had six entries and two riders off the line! Mud caked on machines so badly riders would fall and their bikes left upright! Fortunately no one took the competition too seriously and the riders seemed to enjoy the mud derby as much as the cold wet spectators.

Bob Grossi from Santa Cruz put in his first appearance on this course and his riding ability is a sight to behold. Our local boy, Steve Benedict is no slouch but Grossi really put it to him with his high flying style. You kept wondering if Bob didn't know there was 10 inches of mud he was slogging through.

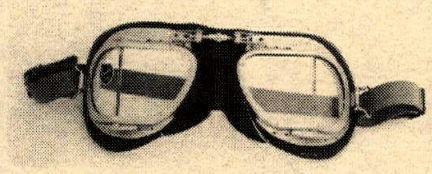
Numerous spills on the part of both riders and watchers just trying to move from point A to point B. One young lady moving (Ahem) riders came flying through the mud. It was not unusual to see a rider stop in front of a lap checker to insure his receiving proper credit. In fact it was a test of endurance on the part of the rider and his forethought in bike preparation if he even finished.

It became systematic on the part of was seen to lose her footing and found herself at the bottom of a hill and her shoes still resting at the top, for this feat of agility she received spontaneous applause from onlookers.

Checkers had a most difficult time attempting to read numbers as the fast riders who successfully finished a moto to add themselves to the long line of bikes and riders at the water faucet, spend several minutes washing and removing the mud and gumbo from his bike and then finding it was again time to arrive on the staging area for his next go.

(Results on page 18)

SUZUKI PANORAMA VIEW GOGGLES



Suzuki Fun Center has announced the addition of a new line of Panorama View Goggles to its mail order catalog of motorcycle accessories. These goggles feature double glazed, strategically lamenated lenses affording high impact resistance and full vision with absolutely no distortion. A cushioned English leather frame, adjustable nose bridge and special side clips provide maximum comfort. Priced at $8.95, these professional riding goggles are made to last a lifetime. Order by mail directly from Suzuki Fun Center, 515 North Victory Blvd., Burbank, Calif. 91502.

NEW DIABLO CHAPTER OF THE TRAIL BIKE SPORTSMEN ASSOCIATION

The Trail Bike Sportsmen Association, which has been in existence for almost 7 years in Sacramento, has now expanded and opened a new Diablo Chapter in Pleasant Hill, Calif. This should be a good meeting place for the many Bay Area trail bike enthusiasts.

The non-competitive Trail Bike Sportsmen Association was formed for two basic purposes: (1) "To promote and encourage trail bike riding as a form of recreational activity which can be enjoyed by the entire family. In addition to monthly meetings with interesting guest speakers, the Association also offers monthly outings which range from one-day rides to weekend campouts for the family or individuals. (2) To protect the membership interest in the public domain through association with allied organizations and by ensuring that the interests of members are presented and upheld prior to the enactment of legislation which affects the use of the public domain. The Association is also concerned with the public acceptance of motorcycling and demands from its members, a consideration for the rights of others who share in the use of the public domain and a strict adherence to the laws and regulations governing such use."

Initiation fees for the club are $1.00 and dues are $6 per year. This includes associate membership for your wife and all minor children.

If you're interested in this fun family club come to the next meeting, which will feature Russ Sanford, our legislative watch-dog, as guest speaker. Show up at the Straw Hat Pizza Parlor (at Contra Costa and Dexter Drive) in Pleasant Hill at 7:30 p.m. on Wednesday, March 11, (meetings are on the second Wednesday of each month), and meet the club members or write to: Trail Bike Sportsmen Association, P.O. Box 23202, Pleasant Hill, Calif. 94523.

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All Weather Hand Guards Offered Motorcyclists By Webco

VENICE, CALIF. – A new novel method of protecting hands of motorcyclists has been announced by Webco Inc., of Venice, Calif., the nation's leading producer and distributor of specialized parts and accessories for both the motorcycle and the rider.

A durable naugahyde "cone", lined with shock absorbing foam rubber, is attached to each handlebar and quickly fastened by a metal snap, forming a lightweight but firm protective guard for the motorcyclist.

Excellent for either the road rider or the racer, the pair of naugahyde hand guards weigh less than one pound and can be fitted to the motorcycle handlebars in a few seconds, or detached when the cycle is parked or stored.

Ideal for the track racer who is exposed to rocks and clods being thrown up from the track by other cycles receiving badly bruised hands. Many enduro and cross-country riders have found the hand guard perfect for guarding against brush scratches as well as cold weather.

Listed as Webco part number 1624 and for sale at Webco dealers across the nation at $7.95 per pair, the new hand guards will be a welcome item for riders in all types of weather and terrain.

BOOTS TO RIDE BY

The "ultimate" boot is now available through Sachs or Webco dealers. These boots feature strategically located side buckles for exact, firm support. Leather is extra tough, but soft enough to provide comfort and maneuverability for the rider. Heavy duty construction and stitching throughout makes these boots extra durable. A heavily padded shin guard offers extra protection from brush and obstacles. $59.50 at your Sachs or Webco dealer.

EARLY TRADE TEAM ENTRANTS TO BERKSHIRE TRIAL ANNOUNCE INTENTIONS

Although entry forms will not be sent out to interested participants for the Berkshire Trial, held May 16 & 17, 1970, until mid-March, several industry team entrants have made known their plans.

Products Testing of Los Angeles, Cal. will enter a Harley-Davidson mounted team, according to Dave Ekins of that firm.

Yankee Motors of Schenectady, N.Y. will enter a team riding either Yankee models or Ossa, according to John Taylor of that firm.

Penton Imports announce that a Penton team will participate once again, according to Doug Wilford of that firm.

Cemoto East will support a Bultaco team entry according to Bill Dutcher, sales manager for Cemoto.

Full list of team entries will be available in mid-April.

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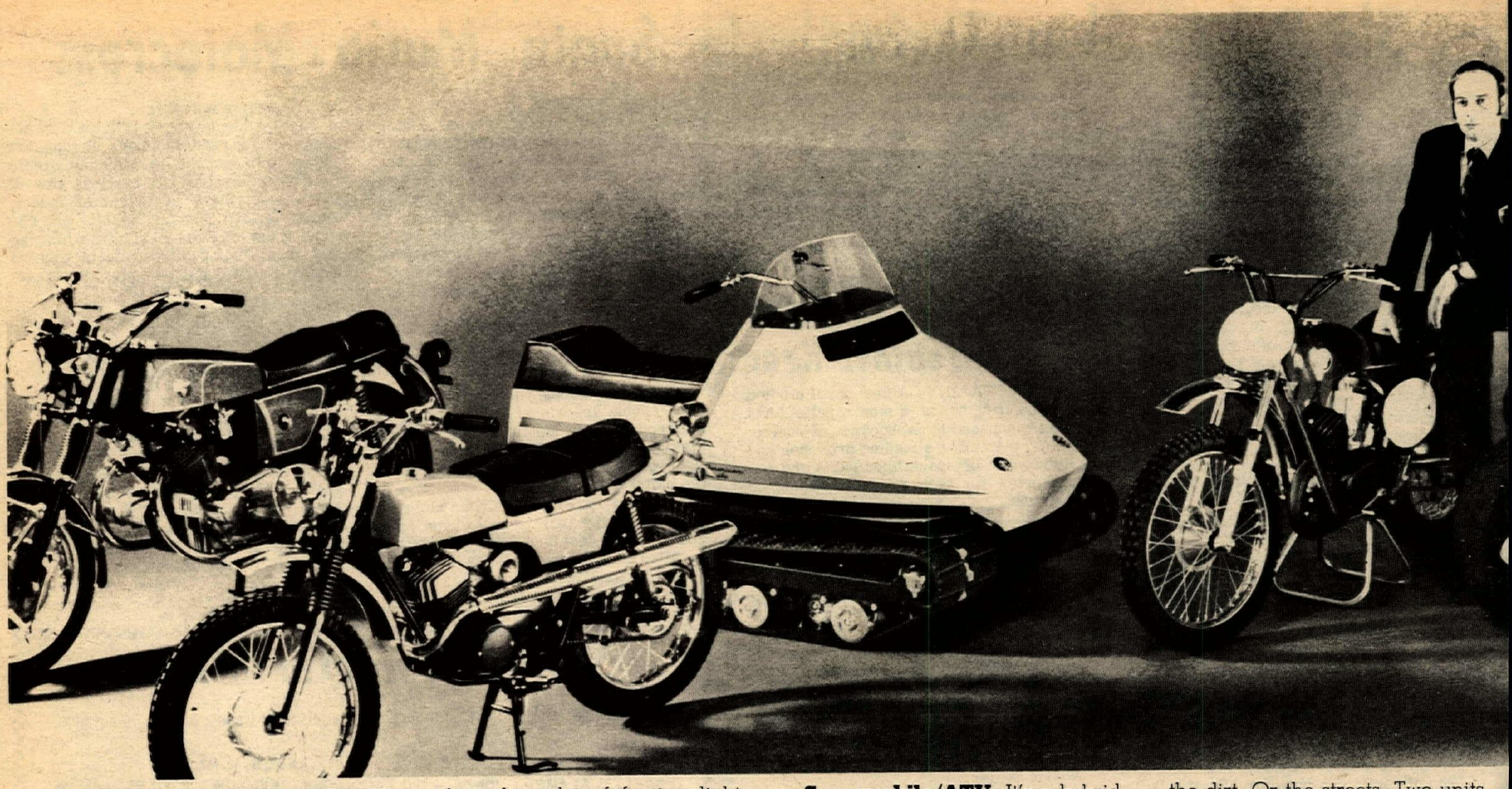

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Rolly Clark/Mike Stevenson
1961 Harbor Blvd.
Costa Mesa 92627
714/642-0080

Clawson Sales
J. R. Dominice
4889 N. Blackstone
Fresno 93726
209/227-5406

Coast Cycle
Lee Curtis
1305 Water
Santa Cruz 95060
408/423-8771

Competition Cycles
Jerold Kasha
Sherman Way
Canoga Park 91303
213/347-1203

Conejo Honda
Chuck Archer
3302 Thousand Oaks Blvd.
1000 Oaks 91360
805/495-7079

Cycle City
David Watry
2820 Monterey Rd.
San Jose 95111
408/227-5311

Cycle Town
Bisquits Verbiscio
933 Francisco
San Rafael 94901
415/456-0335

Desert Cycles
Hank McGill
27117 W. Main
Barstow 92311
714/256-2489

Drake Suto Parts
1115 Oro-Dam
Oroville 95965
916/533-6770

Eagle Motors
Jack Ferguson
6032 Beach Blvd.
Buena Park 90620
714/523-2752

Eds Engine & Cycle
George Fowler
3121 Leonard St.
Redding 96001
916/243-0191

El Toro Sports
Bill Jones
27635 Forbes Rd.
Laguna Niguel 92677
714/831-1694

Floyd Emde Co.
Floyd Emde
928 Columbia
San Diego 92101
714/232-2948

Honda of Salinas
Bob Stewart
125 Monterey
Salinas 93901
408/424-1157

House of Suzuki
Dave Burroughs
16112 Harbor Blvd.
Fountain Valley 92708
714/531-8540

Jerel Sports
Dick Maile
10001 Folsom
Sacramento 95827
916/363-2809

Johnny Ross M/C
Johnny Ross
625 Walnut St.
Red Bluff 96080
916/527-4143

Kiser Bros.
Garcie Kiser
608 Porter Ave.
Stockton 95203
209/478-5550

Kolbe Cycles
7514 Reseda Blvd.
Reseda 91335
213/345-7616

Larry Lilley
45345 N. Sierra Way
Lancaster 93534
805/WH 2-2227

Louis Thomas Inc.
Louis Thomas
345 S. Atlantic Blvd.
Los Angeles 90022
213/263-6171

Motorcycle Service
Neil Fergus
220 E. Huntington Dr.
Monrovia 91016
213/357-2274

Norm Reeves Inc.
Norm Reeves
15645 Lakewood Blvd.
Paramount 90723
213/ME 0-4313

Norm Reeves Inc.
9536 E. Firestone
Downey 90241
213/ME 0-4313

Norm Reeves Inc.
909 N. Anaheim
Anaheim 92805
714/535-3647

Ontario Eagel
Harold-Pauline Myers
114 S. Campus
Ontario 21217
714/984-9910

Petaluma Cycles
Vic Saitone
15 Industrial
Petaluma 94952
707/PO 3-1161

Pop Kenyons
Pop Kenyon
1289 E. El Camino Real
Sunnyvale 94087
408/968-8743

Richard Miller M/C
R. Miller
1725 Tomlinson
Eureka 95501
707/443-8031

Schleicher Motors
Ernst
7956 McArthur
Oakland 94605
415/569-4767

Valerian 2-Cycle
Valerian Soppe
10673 W. Pico
Los Angeles 90064
213/475-4541

Valley Motorcycles
Bud McKee
247 Shoreline Hiway
Mill Valley 94941
415/388-2737

COLORADO

Acme Auto Supply
R. Hoyt
1307 N. College
Ft. Collins 80521
303/482-0354

Bob's Cycles
Bob Slatts
125 S. Main
Longmont 80501
303/776-1743

Central Cycle & Marine
Bob Simmerman
1919 Federal
Denver 80204
303/433-6811

Rocky Mtn. M/C
John Cooper
2506 Spruce St.
Boulder 80302
303/442-8420

Timme Motors
W. E. Timme
215 N. Victora
Pueblo 81003
303/542-0725

Timme Motors
2239 E. Platte Ave.
Colorado Springs 80909
303/000-0000

CONNECTICUT

Mickey Cycle Sales
Mike Soriero
85 S. Main St.
Moosup 06354
home 203/564-5591

FLORIDA

Cycle Imports
George Rutherford
1700-03 Dixie Hwy.
Melbourne 32901
305/723-7501

Florida Cycle Acc.
Lee O-Quinn
6660 46th Ave. No.
St. Petersburg 33709
813/544-3114

GEORGIA

Elliott's Cycles
Floyd Elliott
3123 Victory Dr.
Columbus 31903
404/689-4664

Honda of Augusta
G. R. Powick
2500 Peach Orchard Rd.
Augusta 30906
404/793-2338

Honda Village
Tom St. John
1845 Piedmont Ave. N.E.
Atlanta 30324
404/873-1146

Town and Country Cycles
Ladd Gray/Don Stearns
906 Center St.
Conyers 30207
404/483-1445

HAWAII

Honda of Hawaii
John Fields
3165 N. Nimitz Hwy.
Honolulu 96819
812-708

IDAHO

Carl's Cycle Sales
Carl Struther
5604 State St.
Boise 83702
208/344-3111

Ralph Henderson
2661 Poleline Rd.
Pocatello 83201
208/233-0807

ILLINOIS

Abt Motors
Mike Abt
3642 N. Ashland
Chicago 60613
312/EA 7-7420

Bill Tuman Motors
Bill Tuman
164 5th St.
Moline 61265
309/762-9624

BSA Cycle City Motorcycle Sales
9030 S. Cicero
Oak Lawn 60453

Fox Trail Motors
Wm. Lilley/John Young
919 Huntley Rd.
Algonquin 60102
312/658-7151

MIL Sports
D. W. Illges
Rt. 5, Box 154
Antioch 60002
312/395-5651

Honda House, Elmhurst
Henry Opie
470 Spring Rd.
Elmhurst 60126
312/279-1269

Illini Cycle Center
Hancy Houston
405 E. Main
Urbana 61801
217/367-1100

Motorcycle Sales
Gale Johnson
2858 N. Cicero
Chicago 60641
312/736-0252

Screeton Cycles
Leonard Screeton
2773 N. Main
Decatur 62526
217/877-4418

Suzuki West Side
Bernie Roach
1222 W. Main
Belleville 62220
618/233-4300

INDIANA

Burroughs Cycles
Ira Burroughs
Burr Oak 46509
219/842-2224

Busche Cycle Sales
Del Busche
3630 Goshen Rd.
Ft. Wayne 46808
219/483-1817

Fox Cycles
Boyd Fox
322 W. 3rd St.
Bloomington 47401
812/332-5262

Galaxy Cycles
Jim Lambert
211 S. 4th St.
Terre Haute 47801
235-8011

IOWA

Jefferson Cycle Center
Dean Wolf
504 E/ Lincoln Way
Jefferson 50129
501/386-2917

KANSAS

Art's Motorcycles
Art Sommers
13th & Haskell
Lawrence 66044
913/VI 2-1894

Dan's Honda Sales
Dan Graves
119 W. 7th St.
Coffeyville 67337
316/251-9200

J & S Cycle Sales
Jim Travis
623 W. Douglas
Wichita 67213
316/AM 5-9281

Nichols Motorcycles
Bert Monson
119 E. 10th
Topeka 66612
913/234-0505

Slimrods Cycles
George Elrod
3020 S. Hillside St.
Wichita 67213
316/MU 5-1601

Southwest Cycles
Don Clark
10601 W. 63rd
Shawnee 66203
913/ME 1-6100

KENTUCKY

Bill's Triumph Sales
Bill Hazel
261 Holley
Bowling Green 42101
502/842-3150

New Rays Cycles
Bob Leach
619 Main St.
Covington 41011
606/431-3684

MARYLAND

Blalock's Cycles
Bill Blalock
2610 University Ave.
Wheaton 20902
301/933-1270

C & L Cycle Sales
Jack Lauderback
Rt. 1, Box 301, Liberty Rd.
Sykesville 21784
301/787-3780

Pete's Cycles
Walt Leach
5001 Harford
Baltimore 21214
301/524-3100

Pete's Cycles
344 Belair
Bel Air 21014
301/838-8021

Twigg's Cycles
Bill Twigg
34 N. Cannon
Hagerstown 21740
301/RE 9-2775

MASSACHUSETTS

Emmott Motors
Jeff Emmott
38 S. Main St.
Uxbridge 01569
617/278-3883

Motor City Garage
Allen Kierman
Route 20
Sturbridge 01566
617/347-3341

and service facilities. And we want you new guys who are ready to get in on the ground floor of the entire recreational industry. Here's our deal. Protected territories. A profit story that makes for the best earning in the industry. An advertising program that'll knock your eyes out. And of course, our entire line of vehicles. Join us. We're about to become a very, very big company.

I want to join up. Well, uh, at least I'm interested. Please send me all the details on opening a McCormack International Dealership.

Name

Address

City

State

Zip CN-3

Yankee Cycle Center
Don Forbes
281 W. Main St.
Northboro 01532
home 617/393-2485

LOUISIANA

B & C Sports
Mr. J. W. Gorman
2262 Barksdale Rd.
Bossier City 71010
318/422-8939

MICHIGAN

Benelli Sport
Dick Zietz
1731 E. Genesee
Saginaw 48601
517/PL 2-7603

Flint MD Sport
Elmer Murany
G9059 N. Dort
Mt. Morris 48458
313/686-7760

Gibbons Cycles
Bernie Gibbons
825 Golden Ave.
Battle Creek 49015
616/965-0571

Jack Piners Cycles
Les Packham
4638 N. East St.
Lansing 48906
517/489-2917

M & M Cycles
Marv DeVrou
755 Portage
Kalamazoo 49001
616/345-1327

Reliable Cycle Shop
Ed Vos
254 River Ave.
Holland 49423
616/396-4684

Snell Motorcycle Sales
Jim Snell
590 Ottawa
Muskegon 49440
616/PA 2-3653

Southland Motorsports
Al Larson
15424 Southfield
Allen Park 48101
313/383-0303

Suzuki of Flint
A. J. Rosser
5328 N. Saginaw
Flint 48505
313/785-3041

Village Cycles
Ron Sangster
20301 W. 8 Mile Rd.
Detroit 48092
313/535-0600

MINNESOTA

Alpine Sports
Bennett Foote/S Foote
Hwy. 65 County Rd.,
Braham 55006
612/689-3496

Cycle Village
James McCarthy
614 S. Front St.
Mankato 56001
507/345-4566

L E T Inc.
Dave Swenson
8482 Central Ave. NE
Spring Lake 55432
612/786-6727

Sport Sales
Al Brusacoram
24 W. Lake St.
Chisholm 55719
218/254-2911

MISSOURI

Bill's Hodaka Sales
Bill Friday
Hwy. 22 West
Mexico 65265
314/581-3959

County Sport Cycles
George Meek
10202 Hwy. 66
St. Louis 63127
314/YO 5-6292

MONTANA

Barney Cycles
Arnie Bray
1083 Moore Lane
Billings 59102
406/259-6247

M C Center of Helena
Melvin Hargorve
Route 1
Helena 59601
home 406/442-0243

Motorsport Unlimited
201 S. Montana
Butte 59701
406/723-4100

O"K" Cycle Shop
Dalton Coor
Box 1686, Hwy. 93 E.
Polson 59860
406/883-2666

NEBRASKA

Behlen Motorsports
Ken Behlen
2029 "O" St.
Lincoln 68105
402/477-3747

NEVADA

Vegas Eagle
Jim Grogan/Tim Allen
1054 S. Main St.
Las Vegas 89101
702/384-2675

NEW HAMPSHIRE

Gate City Cycles
Harold Bishop
820 W. Hollis St.
Nashua 03060
603/889-9632

NEW JERSEY

Bauer Cycles
John Melniczuk
3435 S. Delsea Dr.
Vineland 08360
609/825-3131

North Bergen Cycle Shop
Ralph Pinto
98 Valley Rd., Route 202
Mahwah 07430
201/529-4488

NEW MEXICO

American Eagle Motorcycles
Ken Zirnheld
4607 Menaul Blvd. N.E.
Albuquerque 87110
505/268-2275

C & J Marine
Bun Cayton
504½ N. Canal
Carlsbad 88220
505/885-3814

Sim's Cycle Sales
Sim Levy
401 S. Turner
Hobbs 88240
505/393-2421

NEW YORK

Dick's Harley Davidson
Henry Tibbets
729 Erie Blvd. W.
Rome 13440
315/337-9160

Grube's Cycle
Warren Grube
3100 Milton
Solvay 13009
315/468-1604

J & J Cycles
Jack Crawford/J. Biesecker
106 Ridgehaven
Vestal 13850
607/625-4673

Nassau Cycle Center
Otto Haselman
4080 Hempstead Turnpike
Bethpage, L.I. 11714
516/731-6166

NORTH CAROLINA

Eagle Cycle Center
Wayne Yarbrough/
Wes Arrington
Old 421 at Lewisville, Vienna
Pfafftown 27040
home 919/723-5935

High's Motorcycles
Wm. High
Route 1, Box 92
Garrysburg 28931
919/537-5985

Wayne Baker Automotive
Wayne H. Baker
Pine Mtn. Rd., Rte. 1
Hudson 28638
704/728-9097

NORTH DAKOTA

Johns Garage & Cycles
John Zaback/John Loerch
714 E. Thayer
Bismarck 58501
701/223-0957

OHIO

Anthony Cycle Center
Bob Anthony
1502 Ft. Jefferson Rd.
Greenville 45331
513/548-3851

Art's Sport Center
Art Halley
9750 Cleveland
E. Sparta 44626
216/866-3286

Aston's Cycles
Ike Aston
814 E. Market
Warren 44481
216/393-9861

Circle Cycles
Dave Hawkins
11578 Lebanon Pike
Sharonville 45241
513/769-0069

Dayton Suzuki
Gary Stolzenburg
3586 Salem Ave.
Dayton 45416
513/278-9661

Fun with Wheels
Howard Hinderer
5485 N. High
Columbus 43214
614/888-3217

Grear Motorcycle Sales
John Grear
1360 W. Main
Zanesville 43701
614/453-5186

Hawk's Motorcycles
Ron Hawk
704 N. Bechtle
Springfield 45504
513/325-7338

Jim's Cycle Shop
Jim Richards
217 N. Main
Findlay 45840
419/422-4855

Kuhn Cycles
Dick Kuhn
102 E. Durbin
Bellville 44813
419/886-3613

Sills Motor Sales
Ray Sills
1901 Brookpark
Cleveland 44109
216/749-1363

Sport Motor Inc.
Bob Schanz
5819 Wooster Pike
Cincinnati 45227
513/272-0586

Suzuki of Cincinnati
Jim Settles
8500 Colerain
Cincinnati 45239
513/931-3072

Youngstown Cycles
2110 Market
Youngstown 44507
216/788-9078

OKLAHOMA

American Eagle Inc.
Bill Hunter
1742 N.W. 16th St.
Oklahoma City 73116
405/525-2480

American Sport & Cycle
Curley Sutton
4209 S. Peoria
Tulsa 74105
918/RI 3-8780

Bill's Cycle Sales
James Bowen/Wm. Mooney
128 S.E. 44th
Oklahoma City 73129
405/634-2944

D & D Cycles
Gerald Daniels
1005 N. Porter
Norman 73069
405/329-0249

Lewis Motors
Mike Lewis
803 S. 2nd
Lawton 73501
405/353-5088

Miami Honda Sales
Jim Myers
2025 N. Main
Miami 74354
918/542-3517

Tulsa Sport Center
1408-A N. Harvard
Tulsa 74105
918/932-1829

OREGON

B C Sports
Carl Myers
134 S. Riverside
Medford 97501
503/779-4973

Fred's
Fred Watkins/Ron Laux
1935 S.E. 3rd St.
Corvallis 97330
503/753-4581

Harbor Logging
Darrel Swigert
Box 2338, Hwy. 101 S.
Harbor 97415
503/469-2189

Honda of Hillsboro
Dave Lamphere
338 S.W. Oak
Hillsboro 97123
503/648-4555

Honda of Lebanon
Larry Buchanon
1524 S. Main
Lebanon 97355
503/258-7888

Klamath Suzuki
Harold Rowell
423 S. 6th
Klamath Falls 97601
503/882-7007

Sandy Cycles
Del Burgess
108 W. Proctor
Sandy 97055
503/668-6318

PENNSYLVANIA

American Eagle Cycles
Roger Wendte
Rt. 611, Drawer 10
Plumsteadville 16246
215/297-5745

Art Turner's Cycles
Art Turner
R D #1
Mill Hall 17751
717/726-3883

Bester Motorcycle
Marx Bester
R D #1, Rt. 38
Butler 16001
412/283-4968

Ed Fisher Inc.
Edwin Fisher
1473 Manheim Pike
Lancaster 17603
717/397-3606

M & S Cycle Sales
Ennis Moats
1433 Lincoln Way East
Chambersburg 17201
717/263-1018

Smith's Repair
Jay Smith
R D #1
Mansfield 16933
717/724-1882

Wash. Pittsburgh Cycles
R D #2, Box 170A
Route 19 S
Canonsburg 15317
412/745-0716

Westmoreland Triumph
Don Koshin
R D #5
Greensburg 15601
412/423-3496

Zuck's Motorcycle
Todd Zuck
3410 W. 26th
Erie 16506
814/838-3172

SOUTH DAKOTA

Cycle Center
R. D. Satterlee
1000 E. North
Rapid City 57703
605/343-1641

Honda Mitchell
Marvin Thome
66 N. Harmon
Mitchell 57301
605/996-4210

King's Cycles
Lyle King
3316 N. Cliff Ave.
Sioux Falls 57105
605/000-0000

TENNESSEE

Al's Cycle Center
Al Alexander
3155 Summer Ave.
Memphis 38112
901/324-3767

TEXAS

Arlington M/C
Dave Hickman
307 N. East St.
Arlington 76010
817/CR 7-3601

Beer's Marine
Eldon Beer
1209 W. 6th
Amarillo 79105
806/372-4368

Bridgestone of Texas
Gene Crick/Chet Arnold
4117 Guadalupe
Austin 78751
512/453-9429

Bud's Cycle Center
Bud Hineline
503 Cooper
San Antonio 78210
512/532-7070

Casey's Cycle Center
W. P. Jones
611 S. Graham
Stephenville 76401
817/965-5533

Dave's M/C Sales
Dave Thomas
1838 8th Ave.
Ft. Worth 76110
817/926-9751

G & G Honda Sales
George McMahan
4810 Ave. "Q"
Lubbock 79412
806/SH 7-1740

Gentry Cycle Center
Wm. Gentry
3422 N. Sheppard
Houston 77018
713/UN 2-3422

Henry's M/C
J. B. Henry
Rt. 2, Box 132
Belton 76513
817/939-1261

Honda Sports Center
John Walker
1113 W. Beauregard
San Angelo 76901
915/653-3868

Hunter Sales and Service
Charles Hunter
3515 W. Marshall
Longview 75601
214/759-7024

J R M Inc.
Joe Martin
8910 Spring Branch
Houston 77055
713/HO 4-1486

Kents H/D Sales
R. Waddell
834 Walnut St.
Abilene 79601
915/OR 2-8181

Krumm's Cycles
Ray Krumm
2307 Bandera
San Antonio 78228
512/434-1841

Layne's Cycle Sales
Layne Fanning
1700 W. Hubbard
Mineral Wells 76067
817/325-5424

Robert E. Kirby Enter.
2122 Hillshire Blvd.
Deer Park 77536
713/000-0000

Russ Lawnmower & Cycle
C. J. Russell
3151 N. Beach
Ft. Worth 76111
817/834-6501

Wilson Motor Co.
M. Brown
3807 Kermit Hwy.
Odessa 79760
915/FE 7-1241

UTAH

American Eagle of Utah
550 West Seventh South
Salt Lake City 84104
801/355-5377

Jensen's Sales & Service
Kenneth Jensen
500 E. 122 North
St. George 84770
702/397-2475

VIRGIN ISLANDS

Ted Stupple Motorcycles
Edward Stupple
5-1 Mandahl Peak
St. Thomas 00801
809/774-5780

VIRGINIA

Honda of Norfolk
C. Allard
6955 Tidewater Dr.
Norfolk 23509
703/857-0107

Richmond Motorsports
Jim Olinger
7109 Jefferson Davis
Richmond 23234
703/275-0553

WASHINGTON

Aurora Cycles
Jim McAllister
7401 Aurora N.
Seattle 98103
206/783-1000

Bothell Cycles
Harlow Cody/M.Williamson
6846 N.E. Bothell Way
Bothell 98028
206/485-3186

D J's Westside Cycles
Denis Holcomb
814 E. 6th
Port Angeles 98362
206/457-8255

Evergreen Honda
Fredolf Johnson
6833 Evergreen Way
Everett 98201
206/353-9679

Harley Davidson of Tacoma
Paul Markley
26th and A St.
Tacoma 98402
206/FU 3-4359

Northwest American Eagle
Dick/Jerry VanMeter
4706 Lacey Blvd.
Lacey 98501
206/491-4283

Pecks Honda
Perry Vermillion
Rt. 1, Lake Dr. 119
Oroville 98844
509/476-3571

Triber's Sales
Darrel Triber
E6310 Sprague
Spokane 99206
509/535-3679

WEST VIRGINIA

Pinch M/C Sales
Bobby Mace
Box 66, Rt. 47
Pinch 25156
home 304/965-1817

WISCONSIN

Broadway Motorcycles
Cap Wilkinson
837 Broadway
Green Bay 54303
414/435-0562

Competition Cycle Center
Theodore Kieper
2620 W. National Ave.
Milwaukee 53204
414/672-0523

Family Cycle Center
Clif Oswald
227 W. 29th Ave.
Oshkosh 54901
414/235-0517

Northrider, Inc.
Bill Kasten
Rt. 1, Hwy. 29 East
Schofield 54476
715/359-4656

WYOMING

Laramie Rent All
Merle Paules
651 N. 3rd
Laramie 82070
307/742-2994

Mac's Cycles
Dan McAtee
1155 S. McKinley
Casper 82601
307/234-2933

American Eagle

Walt Fulton
McCormack International Motors, Incorporated
17422 Pullman
Santa Ana, Calif. 92705
(714) 540-9944

RESULTS

MOTOCROSS
Northwest Motocross Assn.
Zillah, Wash.
Feb. 22, 1970

125cc CLASS

Mike Jeekel	Hod
Mike Claphan	Hod
Jon Wadkins	Yam
Ken Maden	Yam
Don McIntire	Sac
127-250cc CLASS	
Len Onohundeo	Yam
Terry Stonecipher	Suz
Raymond Rumbolz	Mai
250cc A-MAIN	
Rick Poulin	Mai
Doug Munson	Hus
Chris Akerblade	Suz
Don McIntire	Mai
Bill Vermilye	Bul
Larry Miller	Mai
OPEN CLASS	
Dick Poulin	Mai
Loren Schooley	Mai
Rocky Lanphere	Bul
Craig Campbell	Mai

TT SCRAMBLES
Huntington Beach C.F
Mar. 8, 1970

100 NOVICE	
Richard Ray	Kaw
John Montez	Kaw
John Steeber	Kaw
Steve Stanfield	Kaw
Mike Thomas	Kaw
Rick Isbell	Kaw
100-125 EX.	
Carrol Heighland	Yam
Walt Bird	Yam
Dennis Hanson	Yam
Dave Boydstum	Yam
Tim Beason	Kaw
D.C. Ralph	–
125 NOVICE	
Rob Burg	Yam
Rodney Parsons	Bul
Tom Flynn	Yam
175-200 NOV. MAIN	
John Coldwege	Bul
Jerry Grier	–
Mike Little	Bul
Joe Erwin	Mai
Dave Yaryan	Bul
Terry Goodman	Bul
Ted Schamel	Mon
Richard Lizardo	Bul
Vince Steeber	Yam
175-250 EX. MAIN	
Charles Gann	Bul
Greg Wickam	Bul
Carrol Heighland	Oss
Kirk Redding	Kaw
Lance Vallery	Bul
Chet Burt	Bul
Tommy Fransico	Oss
Mike Hagaski	Oss
Keith Potter	Mon
350 OPEN NOVICE	
L. Stapleton	BSA
Wayne Rutledge	BSA
R.E. Phillips	BSA
Gene Lester	–
James West	Hon
Ted Schamel	BSA
L. Stapleton	BSA
Phil Kloer	Hon
Ron Moreno	Tri
Bob Potts	Tri
350 OPEN EX.	
Jim Maupin	Tri
Fred Wells	Hon
Tim Wolf	Mon
Dave Fletcher	All
Richard Ribley	BSA
Gene Lester	Tri
Bud Gast	BSA

TROJAN SPEEDWAY
South Gate, Cal.
Feb. 6, 1970
By Eddie Smith

100 TT MAIN	
Mark Revels	Kaw
Bryan Spinks	Yam
Joe Ambrose	Hod
Bob Byers	Yam
Jerry Bluff	Kaw
Frank Baldozier	Kaw
125cc TT MAIN	
Steve Bast	Mah
Jim Dawson	Yam
Ray Wunna	Bul
Dean York	Sac
Kay Kanaki	Yam
Harvey Jenkins	Yam
250 TT MAIN	
Irwin Moon	Bul
Tommy Horton	Yam
Steve Bast	Yam
J. Vanderqust	Yam
Jim Barnes	Yam
Carrol Heiland	Oss
100 FLAT TRACK MAIN	
Bryan Spinks	Yam
Jerry Bluff	Kaw
Mark Revels	Kaw
Frank Baldozier	Hod
Shawn Crockett	Hod
125 FLAT TRACK MAIN	
Scott Autrey	Yam
Kay Kanaki	Yam
Steve Bast	Yam
Jim Tabler	Yam
Jim Dawson	Yam
Danny Corbett	Yam
250 FLAT TRACK MAIN	
Larry Shaw	Bul
D.C. Ralph	Bul
John Caldwell	Bul
Gary Anderson	Bul
Tom Vardeman	Bul
Tim Wolfe	Bul
TROPHY DASHES	
100 TT	
Bob Byers	Yam
125 TT	
Steve Bast	Mah
250 TT	
Irwin Moon	Bul
125 FT	
Scott Autrey	Yam
250 FT	
Larry Shaw	Bul

ASCOT PRO TT
Gardena, Cal.
Mar. 8, 1970

MAIN EVENT	
Skip Van Leeuwen	Tri
Tom Rockwood	Tri
Lloyd Houchins	Tri
Bob Ferro	Tri
Keith Mashburn	Yam
Dave Hansen	–
Jim Berry	Tri
John Hateley	Tri
Mert Lawwill	H-D
Terry Dorsch	Tri
#32r	–
Cliff Aksland	Tri
Eddie Wirth	BSA
#25z	–
#95x	–
Ron Kruseman	Tri

ROAD RACE
Austin Raceway Park
Austin, Tex.
March 1, 1970
By John Blanton

OPEN PRODUCTION	
Bentley Hardwick	Nor
Thomas Williams	Hon
Eddie Patton	Hon
Steve Kastner	Tri
100cc GP	
Edward Green	Suz
James Lutz	Yam
Harold Peters	Kaw
James Sloan	Kaw
125cc GP	
Jon Minonno	Yam
200cc GP	
James Lutz	Bul
James Gardner	Hon
Kenneth Gooselaw	Bri
Willard Kelley	Hon
250cc GP	
Jet Tharp	Yam
Darryl Hurst	Yam
Jesse Reed	Yam
Pete Gibbs	Yam
500cc GP	
Mike Cone	Yam
Ray Stringer	Mat
OPEN GP	
Bentley Hardwick	Nor
James Henry	Nor
Eddie Patton	Hon
David Boucher	Suz
200cc FINAL	
James Lutz	Bul
250cc FINAL	
Darryl Hurst	Yam
Bennie Campbell	Kaw
500cc FINAL	
Mike Cone	Yam
Larry Beall	Kaw
OPEN FINAL	
Bentley Hardwick	Nor

MOTOCROSS
Santa Maria Speedway
Lompoc Slo-Pokes
March 1, 1970
By Margaret Earnest

100cc JUNIOR	
*Roy Seidhoff	Yam
Brad Tooley	Yam
125cc JUNIOR	
*James Ward	Yam
*Merrill Tooley	Yam
*Michael Damasco	Pen
*Joel Eckels	Yam
*Mike Anderson	–
125cc SENIOR	
*Mike David	Sac
*Dennis Law	Yam
Tom Davis	Sac
250cc JUNIOR	
*Gary Chaplin	C-Z
*Phil Mettheus	–
*William Swann	Yam
*Lex Rice	Suz
250cc SENIOR	
*Tom Davis	C-Z
*Ed La Pointe	C-Z
*Wm. Tunnel	Yam
360cc JUNIOR	
*Jim Chandlier	–
*Dale Arrant	–
360cc SENIOR	
*Bob Grossi	Hus
Steve Benedict	–

PROSPECTORS
GOLDRUSH ENDURO
Feb. 1, 1970

SWEEPSTAKE WINNER
Mike Patrick

Pl.	Name	Cl.	Make
2.	G. Zuber	250A	Yam
3.	T. Maxwell	500A	Hus
4.	L. Cox	500A	Hus
5.	L. Taylor	650A	Tri
6.	D. Gary	500A	Hus
7.	B. Steffen	500A	Hus
8.	B. Kawell	250A	Hus
9.	J. Alefeld	250A	Yam
10.	J. Byers	500A	Ric
11.	M. Green	250A	Yam
12.	G. Burcham	650A	Ric
13.	D. Gildelans	125A	H-D
14.	P. Turgasen	250A	Yam
15.	B. Ewing	125A	Sac
16.	A. Hillan	250A	Yam
17.	P. Hunt	100A	H-D
18.	L. Freeman	650A	Tri
19.	M. Truesdale	650A	Tri
20.	P. Bogarhus	250A	Yam
21.	R. Bishop	350A	Kaw
22.	G. Shook	250A	Yam
23.	A. Rogers	125A	Sac
24.	B. Ocheltree	250A	Gre
25.	E. Day	250A	Tri
26.	J. Kalek	500A	C-Z
27.	R. Paetz	250B	Oss
28.	S. Hurd	250A	Kaw
29.	D. Evans	250A	Yam
30.	J. LaPorte	500B	Mai
31.	J. Clark	500B	BSA
32.	K. Lewis	500A	Duc
33.	C. Kohler	500B	BSA
34.	R. Eaton	250A	Hus
35.	B. Ewing Jr.	125A	Sac
36.	D. Camp	500B	Hus
37.	D. Smith	500A	Hus
38.	E. Keenly	250B	Yam
39.	W. Watson	250B	Yam
40.	M. Bubeck	100A	Hod
41.	T. Jetton	650A	Tri
42.	C. Jiles	650A	Tri
43.	D. Tieben	650A	Tri
44.	M. Hein	650B	Tri
45.	K. Lewis Jr.	250A	Gre
46.	N. Gilleman	500A	Hus
47.	P. Smith	250B	Yam
48.	R. Twedell	250B	Yam
49.	W. Stowers	250B	Gre
50.	R. Littlefield	250A	Yam
51.	C. Brown	250A	Yam
52.	G. Littlefield	250A	Yam
53.	P. Redwood	250B	Gre
54.	M. Melchert	250B	Yam
55.	J. Porter	250B	Yam
56.	B. Tersen	500B	Duc
57.	J. Murrin	650A	Tri
58.	N. Holt	500A	Hus
59.	J. Calvert	250B	Hus
60.	B. Houseman	650A	Nor
61.	R. Twedell	250B	Yam
62.	B. McQuown	250B	Yam
63.	J. Nelson	650A	Tri
64.	G. Wyrich	250A	Bul
65.	L. Littlefield	250B	Suz
66.	R. Ray	250A	Yam
67.	L. Miller	650A	Tri
68.	W. Albright	500B	BSA
69.	S. Goodell	250A	Yam
70.	E. Farrell	650A	Tri
71.	C. Thomas	650A	Tri
72.	E. Young	250A	Yam
73.	R. Sheridan	250B	Yam
74.	J. Vanmoos	250B	Yam
75.	G. Smith	650A	Tri
76.	J. Rood	500B	Mai
77.	C. Maginn	650A	Tri
78.	W. Waters	500B	Hus
79.	R. Jones	250A	Yam
80.	M. Parry	650A	Tri
81.	R. Vincellette	500B	Hus

Continued Next Week

MARCH
15
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Santa Ana Fwy. At Laguna Canyon Rd.
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12:30 P.M.
Sunday
March
15th

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ORANGE COUNTY CYCLE WEST, 205 N. Harbor Blvd., Santa Ana
R.M. LAW YAMAHA, 239 N. Anaheim Blvd., Anaheim
LEMAR CYCLE CENTER, 1010 W. Chapman Blvd., Orange

AMA DIST. 37 1969 CLUB STANDINGS, HEAVYWEIGHT SCRAMBLES

1. Dirt Diggers		2698
2. Checkers		756
3. Lost Angels		751
4. Stump Jumpers		626
5. Gripsters	535	535
6. San Bernardino		472
7. Scramblers		391
8. Gophers		365
9. Simi Valley		314
10. View Finders		278
11. Rams		252
12. Perris Valley		123
14. Barstow		92
15. Lightweights		80
16. Antelope Ramblers		75
17. Hilltoppers		70
18. Lost Coyotes		65
19. Jackrabbits		56
20. TT MC		50
21. Orange County		15
22. Prospectors		10
23. San Pedro		8
24. 4 Aces		8
25. Buzzards		8

1969 AMA DIST. 37 HEAVYWEIGHT POINT STANDINGS

1. Terry Dorsch	Ex	756
2. Chuck Wheat	Ex	680
3. Jim Connolly	Ex	586
4. Terry Moriarty	Ex	579
5. Dwight Harlow	Ex	575
6. Art Amarillas	Ex	507
7. C. H. Wheat	Ex	469
8. Jimmy Stein	Ex	369
9. John Rice	Ex	355
10. Perry Armstrong	Ex	351
11. Tom LaFortune	Ex	345
12. Ralph Porzelt	Nov	344
13, Mike Posey	Ex	330
14. Ike Mizen	Ex	325
15. Glen Brunson	Ex	312
16. Rick Marquis	Ex	296
17. Fred Corley	Am	250
18. Sandy Armstrong	Ex	223
19. Gary McKeon	Am	209
20. Jim Maupin	Am	198
21. Al Smith	Am	197
22. Ray Nichols	Ex	192
23. Tony Denius	Ex	191
24. Buddy Carter	Am	185
25. Gary McKenzie	Am	180
26. Andy Skeel	Am	178
27. Carroll McIntosh	Am	166
28. Bob Baker	Am	166
29. Steve Lowell	Nov	165
30. Bruce Yoakum	Nov	163
31. Dave Rich	Nov	161
32. John Kavanaugh	Am	160
33. Frank Close	Nov	158
34. Andy Hernandez	Nov	158
35. Tom Simpson	Am	157
36. Mike Boyle	Nov	153
37. Bob Ward	Am	150
38. Jim McClurg	Ex	141
39. Boyd Mason	Nov	140
40. Wayne Rutledge	Nov	140
41. Gary Herwick	Nov	137
42. Jerry Willingham	Ex	135
43. Jim Goldsmith	Ex	130
44. Bill Bartels	Am	129
45. Mike Chamberlain	Ex	125
46. Jay Wahl	Am	124
47. John Sprague	Ex	120
48. Fred Jamieson	Am	119
49. Mike Bast	Ex	114
50. Don Burch	Am	112
51. Gene Lee	Am	111
52. Ken Sparkman	Ex	110
53. Ed Walker	Am	105
54. Joe Flores	Ex	102
55. Ron Stinnet	Ex	102
56. Gary Jones	Ex	101
57. Jerry Aucutt	Am	101
58. Al Holley	Ex	100
59. Steve Bast	Am	100
60. Dave Bastion	Am	97
61. James Fox	Am	95
62. Ernest Carter	Nov	95
63. George Thibault	Am	92
64. Mike Van Acker	Ex	92

(Continued Next Week)

CYCLIERS EUROPEAN SCRAMBLES
Bakersfield, Cal.
Mar. 8, 1970
By Jack Light

OVERALL FINISH	
0-125 CLASS	
Phil Taylor	Mai
Ricky Long	Yam
Ron Spurlock	Yam
Rick Mears	Sac
Allen Griswold	Sac
Tom Stockstill	Sac
Merrill Tooley	Yam
Hershel Spurlock	Sac
Jack McKay	Yam
Kenneth Salo	Sac
Randy Matthau	Bet
Mike Davies	Sac
Randal Rankin	Sac
Keith Tennis	Yam
Dennis Law	Yam
126-250 CLASS	
Dennis Keefe	Hus
Tom Smith	C-Z
Carl Nelson	Oss
Paul McDaniel	Yam
Ken Bonnifin	Hus
Mike Runyard	Mon
Bill Payne	C-Z
Mike Hall	Yam
Joe Lambert	Hus
James Hill	Bul
Stanley Friske	C-Z
Leon Graves	Bul
James Holmes	Bul
Woody Wilson	Mai
Greg Davidge	Yam
251-500	
Dennis Keefe	Hus
Bill Oliver	Hus
Mike Keen	Hus
Terry Davis	C-Z
George Snider	Mai
Norm McKenzie	Hus
Terry Talley	Hus
Foyd Fornes	Hus
Bob Moore	Mai
Jay Bellach	C-Z
Larry Coday	C-Z
Jerry Standefer	Ric
Norm Enderle	Bul
Clark Curnett	Hus
Dixie Sanders	Bul
BY CLASS	
100 NOV.	
Allen Griswold	Sac
Tom Stockstill	Sac
Randy Matthau	Bet
125 NOV.	
Phil Taylor	Mai
Ricky Long	Yam
Rick Mears	Sac
Merrill Tooley	Yam
Jack McKay	–
250 NOVICE	
Paul McDaniel	Yam
Ken Bonnefin	Hus
Bill Payne	C-Z
Mike Hall	Yam
Joe Lambert	Hus
James Hill	Bul
250 AM.	
Tom Smith	C-Z
250 EXPERT	
Dennis Keefe	Hus
Mike Runyard	Mon
500 NOVICE	
George Snider	Mai
Norm McKenzie	Hus
Terry Talley	Hus
650 AM.	
Jerry Standefer	Ric
OPEN	
Dennis Keefe	Hus
Bill Oliver	Hus
Mike Keen	Hus

AMA NATIONAL NUMBERS As of Feb. 26, 1970

1. Mert Lawwill
2. Dick Mann
3. Eugene Romero
4. Bart Markel
5. Larry Palmgren
6. Charles Palmgren
7.
8. Roland Seabourne
9. Gary Nixon
10. Neil Keen
11. James McMurren
12. Eddie Mulder
13. William Floyd
14. Gary Davis
15. Ralph White
16.
17.
18.
19. Ray Little
20.
21. Robert Winters
22. Daniel Haaby
23.
24.
25. Calvin Rayborn
26. Edward Varnes
27.
28. Warren Urich
29.
30. Art Baumann
31. James Maness
32. Russell Coppage
33. Bob Bailey
34. Dallas Baker
35.
36.
37.
38. Thomas Rockwood
39. Duane Buchanan
40. Robert Hinkle
41.
42.
43. Frank Ulicki
44. Ronald Widman
45. Darrel Dovel
46.
47. Patrick Gosch
48. James Corpe
49. Donald Beasley
50. George Tougabaugh
51.
52. Ronnie Rall
53.
54.
55. Roger Reiman
56.
57. Carl Williamson
58. Joel Nicholas
59. Gordon Van Leeuwen
60.
61.
62. Michael Meyer
63.
64.
65. Albert Gaskill
66. Dwane Walker
67.
68.
69. Lewis Burres
70. Mark Williams
71.
72.
73. Sidney Carlson
74.
75.
76. Jack Forrester
77. James Odom
78.
79.
80.
81.
82.
83.
84. Edward Wirth
85.
86.
87. Mark Brelsford
88.
89. Thomas Bowersox
90. George Dunha
91.
92. James Jones
93.
94. Larry Darr
95. Earl Myers
96.
97. Ronald Pierce
98.
99. William O'Brien

PROSPECTORS I.S.D.T. QUALIFIER
Cinco, Calif.
March 1, 1970

LIGHTWEIGHT DIV.	
GOLD MEDALS	
Preston Petty	Sac
Tom Penton	Pen
Bob Messer	Sac
J.D. Bently	Yam
SILVER MEDAL	
Dave Ekins	H-D
BRONZE MEDAL	
Eric Jenson	Sac
Terry Mcdonald	Sac
HEAVYWEIGHT DIV.	
GOLD MEDALS	
Howard Jackson	Hus
Mike Haney	Hus
Charlie Hockie	–
Claes Nilson	Hus
Mike Patrick	Yam
Malcom Smith	–
SILVER MEDALS	
Al Baker	Yam
John Coots	Hus
Dallas Gray	Hus
Steve Hurd	MZ
Terry Jetton	Tri
Bob Rogstad	Hus
Werner Salersky	C-Z
BRONZE MEDAL	
Bob Bailey	–
Jess Goldberg	–
Gene Burcham	–
Bill Friant	Hus
Mil Green	Yam
Neil Gilleran	Hus
Larry Freeman	Tri
Dale Eckhardt	Hus
George Johnson	Hus
Bruce Lewellyn	Jaw
John Nelson	Hus
Tom Maxwell	Hus
Louis Milligan	Tri
Bob Moll	–
Ed Musselman	Mai
Dale Richardson	–
Ray Ruppel	Suz
Frank Russo	Hus
Bob Sizer	Yam
Phil Turgeson	–

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WESTCOAST QUALIFYING ROUNDS

[redacted]

Cut This Calendar Out And Save It.

MARCH 22
BAYMARE RACEWAY
125 Yamaha M-X
(Jr. Hi-Point)
CASH FOR SRS.

APRIL 5
ANZAC RACEWAY
125 Sachs M-X
(Jr. Hi-Point)
125 Sachs M-X
(SR. HI-POINT)

APRIL 26
BAYMARE RACEWAY
Torsten Hallman Leathers
(All Jr. Class & Div. Winners)
CASH FOR SRS.

MAY 3
BAYMARE RACEWAY
Torsten Hallman M-X Boots
(All Jr. Class & Div. Winners)
CASH FOR SRS.

MAY 17
BAYMARE RACEWAY
Bell Star Helmets
(All Jr. Class & Div. Winners)
CASH FOR SRS.

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Jack Ward & Bob Grove
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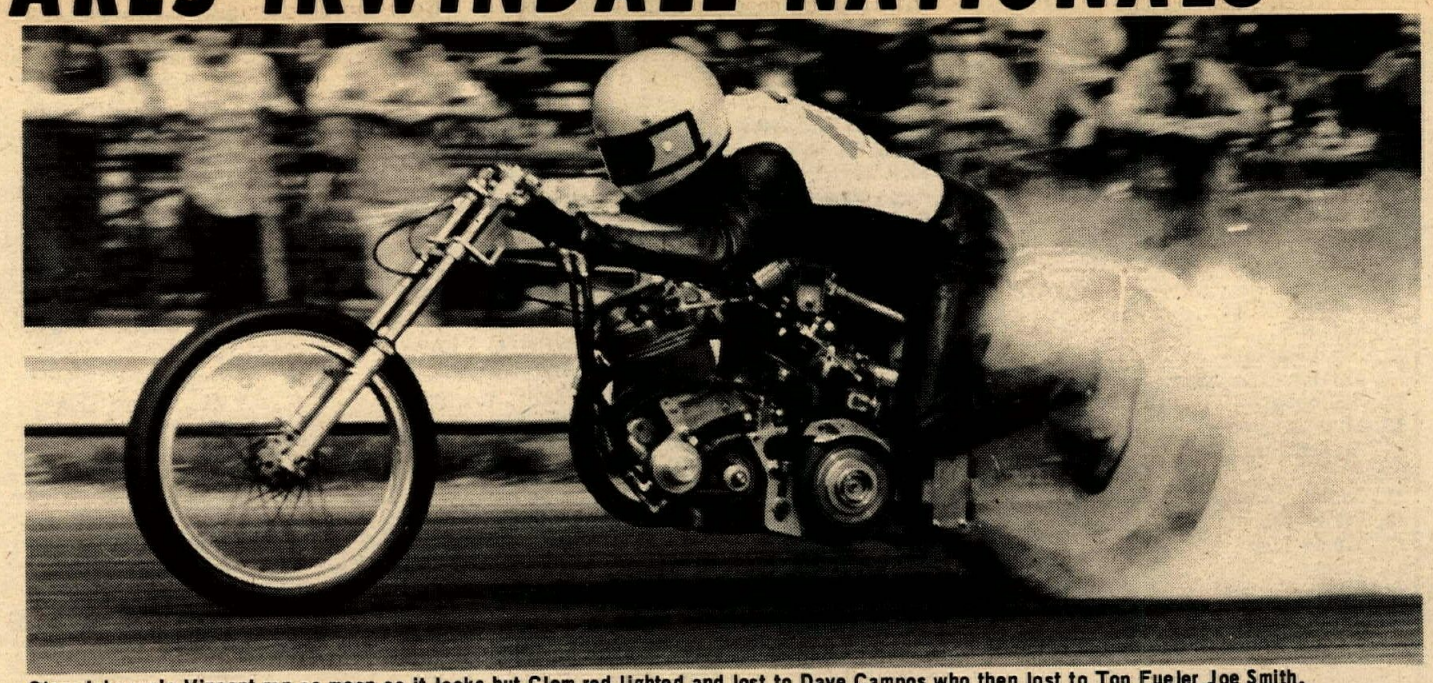
Mar. 15
SADDLEBACK PARK

Gary Bailey . . .
MOTO-X SCHOOL
March 21
DUNLAP PARK
Hwy. 180 E. to Clingan's Junction.
Right approx. 4 mi.
INFO: (209) 255-2704
Starts 9:00 a.m. – $15 Fee for Individual & Group Instruction

SMITH TAKES IRWINDALE NATIONALS

By Bruce Braly

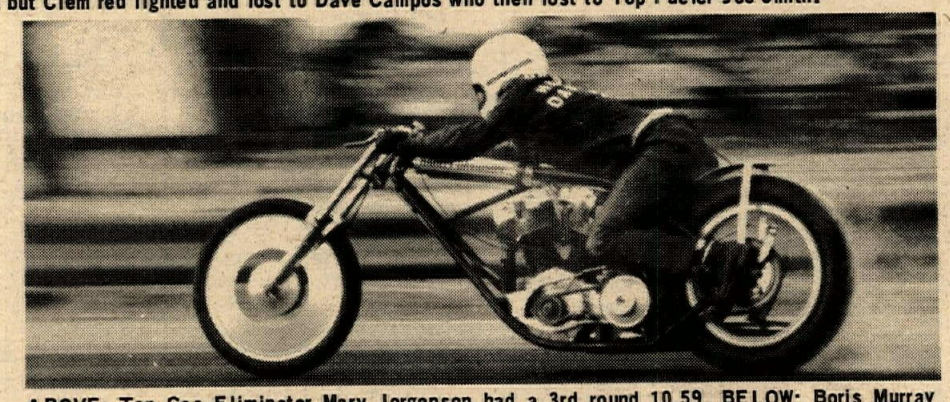


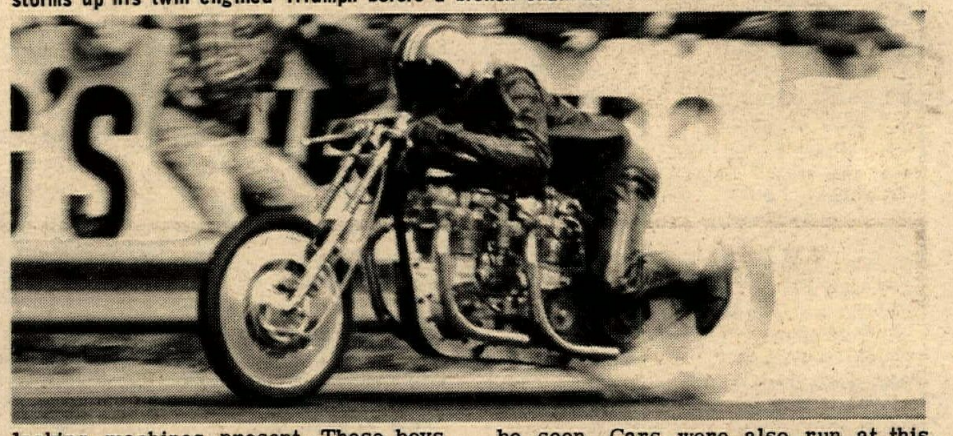
Clem Johnson's Vincent ran as mean as it looks but Clem red lighted and lost to Dave Campos who then lost to Top Fueler Joe Smith.

IRWINDALE RACEWAY, Sunday, March 8, was a good day for Joe Smith. He collected $1,000 in prize money, not including contingency cash and merchandise, for winning top fuel eliminator at the First Annual Fuel & Gas Motorcycle Nationals held at Irwindale Raceway. He defeated Sonny Raslawski in the final elimination with an E.T. on 9.68 to Raslawski's 9.81. The fuel class, always the most spectacular, brought out some pretty fine looking machines. Clem Johnson was there with his fabulous Vincent powered "Barn Job." This rig, long a famous name in drag racing, really smokes it. The famed Leo Payne was on hand with his super sanitary fuel Harley. Boris Murray was also there with his twin Triumph fueler as was Gary Richards with his little (?) single Triumph fueler. This gives you some idea of the quality of the 32 A/Fuel bikes that ran, and they really ran!

In the Gas class Marv Jorgenson came through to win Top Gas Eliminator. He set a new national record with a 10.59 E.T. at 130.05 mph. Marv defeated Harold Eide in a run that was a really far out. Marv came off the line sideways, then pulled a wheelie, and still won! 'Ol Marv really hangs in there.

A Vincent rider eyes the strip and pulls the trigger.





ABOVE: Top Gas Eliminator Marv Jorgenson had a 3rd round 10.59. BELOW: Boris Murray storms up his twin engined Triumph before a broken chain let him down.

The rest of the modified and street bikes put on a good show in their own right. There were some pretty good looking machines present. These boys pay the rent, so to speak, and are a real good group – out for a day of close competition.

There was some grumbling about how the meet was run, and rightly so. Some of the street bikes were far from stock. Such things as expansion chambers (on the 2 strokes), straight pipes (on the 4 strokes), and struts instead of shocks were just a few irregularities that could be seen. Cars were also run at this meet. This was somewhat of a bummer as most of the bikers did not get as many practice runs as they would have liked. Also, the cars just slowed down the whole meet in general – and this was billed as an all-bike meet. But, overall, it was a good meet and a day day for all. It is nice to see that there are still a few strip s around with enough hair to let the bikes have their very own meet, almost.

(Results on page 19)

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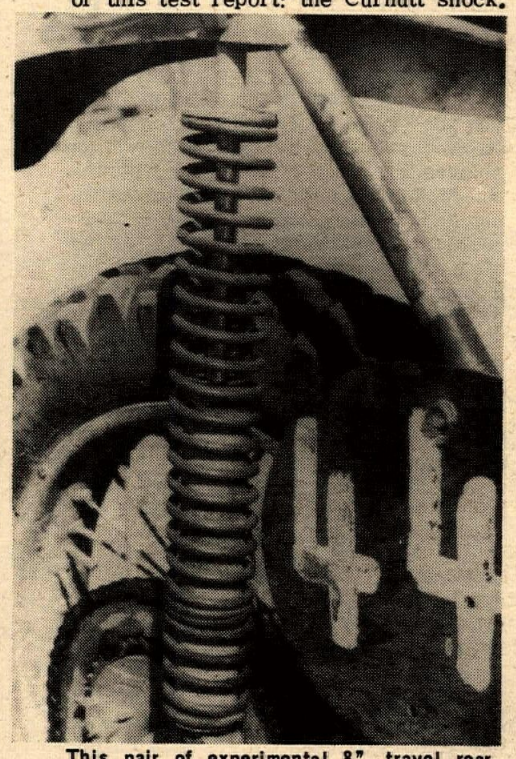
Curnutt Shocks A New Approach To Suspension

By Russ Darnell

In the areas of dirt riding, like desert, scrambles, motocross, and enduros, suspension is the keynote to traveling fast across rough terrain. In the old days of rigid frames, the speeds were necessarily slow compared to our present day swining arm equipped machines. There have been many innovations in suspension in the last 10 to 15 years; better telescopic forks, neater frame geometry, stronger hubs and wheels, and new designs in shock absorbers for the rear. In the last category, there have been few dramatic changes in the design of dampening units for the rear of motorcycles for some time. Shock absorber development has hit a plateau, and that brings us to the subject of this test report: the Curnutt shock.



This pair of experimental 8" travel rear shocks fitted to a 250 Husky gives the rear wheel the ground following ability of the front wheel.

The Curnutt shock is manufactured by Charles Curnutt of Torrance, California, and it is a huge departure from a normal shock absorber. Chuck's unit is different enough in principle and design to have enabled the inventor/manufacturer to obtain a patent (pending) on nearly every piece that goes into the assembly.

As you probably already know, after a short time in the desert or on a motocross circuit your shocks will "sack out" or collapse. If your springs are strong enough to take the beating, the dampers themselves will soon fail to function properly. What do you do when a normal shock wears out? Throw it away and buy a new set, right? That is the old way of doing things. The Curnutt shock has a new approach. They "never" wear out. The only parts subject to wear are the three sealing components: that is, one seal at the top, and two O-rings used on the dampening valves. A set of seals last a minimum of six months, and the cost of the three replacement parts is $1.00. As the units are easy to disassemble (a complete set of inexpensive special tools is offered but not required for repair) all work can be done in your own garage. I can personally attest to the fact that the shocks are nearly unbreakable, as I ran one set in Europe all year long without changing seals, and without any trouble whatsoever.

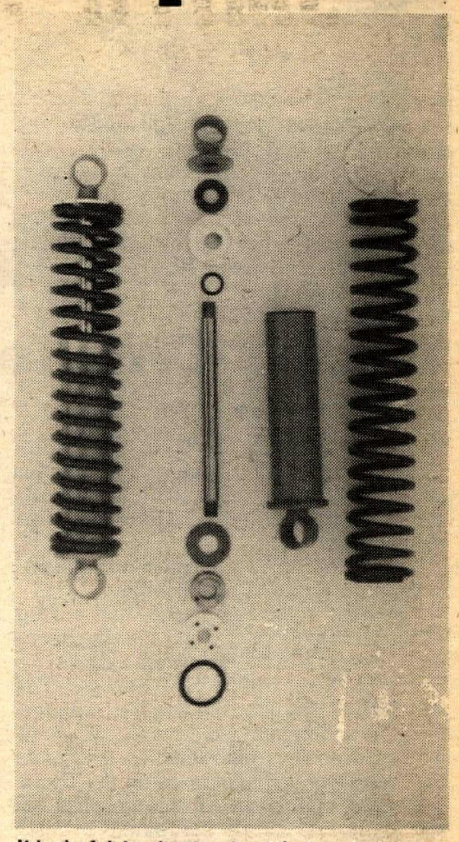
The European circuit are generally much longer and rougher than our own tracks so suspension gets a tremendous work out. All year long I saw other riders forced out of the competition because of a broken shock or collapsed spring, and when you are riding for money or for World Championship points this can be a real disaster. My wife timed me through many sections on various courses to help me improve my lap times. She also timed some of the top riders to make a comparison through the same given sections. She noted that my times were quicker in some of the very roughest sections. I would love to have been able to attribute the faster times to only my riding ability, but I couldn't. The fact of it was that my Curnutt shocks with their longer travel, better dampening, and extra strength, enabled me to force through these horribly rough areas at a higher rate of speed without being pounded to death like the other riders! We proved this to be true in successive races where we again checked my times to those of top riders.

The actual construction of the Curnutt shock is excellent as only the best materials are used throughout. The dampening rod is stainless steel, the main body, and mounting eyes are all made of 4130 (chrome molly) steel. The dampening valves and spring clips are light alloy and the springs are constant-rate items that are guaranteed not to sack out or sag. Because of the long travel of the Curnutt shocks, the spring rates are extremely soft at 55 lbs. This is the softest spring used on any shock available that I know of, and it makes for a very comfortable ride. Most shocks on the market now have center rods of 1/4" to 3/8" and are easy to bend in competition. The Curnutt units feature a stainless steel rod that is a full 1/2" in diameter.

The whole principle of the Curnutt shock is different from either types. Other shocks are designed to give a good dampening action to smooth the rough out to a certain extent, and to provide the rider with as much directional control as possible, but they are lacking because they only dampen at one specific rate. The Curnutt's on the other hand, are designed to provide multiple dampening so that ALL types of bumps are compensated for.

The main idea of the shock is to keep the rear wheel on the ground as much of the time as possible, for every second that the wheel is bouncing it is not driving the machine forward. The Curnutt's succeed in this aspect to the tune of a least 40% more rear-wheel-to-ground-time, and this means 40% more traction. This increase is greatly noticable at the start line, and especially exciting corners where you can get the power on sooner. I have found them to be a great benefit in the mud in Europe also, where traction is severely limited.

Many people look at the price of the Curnutt shock and turn away, but I think it is more logical to buy one set of shocks for $39.95 and use them for 2 or 3 years, than to buy four sets per year at $25.00 a pair.



It looks fairly simple when it's knocked down. Chuck Curnutt has patents pending on almost every piece used in the assembly.

If, in reading this article, you get the idea that I am prejudiced toward Curnutt shocks, you're right. I am. I have tried EVERY make of shock I could, and in my opinion, the Curnutt's outperform all the others by a significant margin. I am leaving shortly to return to Europe for another season of international motocross. I am already packed and ready to go, and one of the very first things the customs officials are going to see when they open one of my suitcase is a pair of bright, dazzling red motorcycle shocks!

Wisconsin Passes Landmark Legislation

For the past year Wisconsin motorcyclists have been working with the State Legislature and Department of Natural Resources for the adoption of a motorcycle outdoor recreation program.

The Department of Natural Resources assisted with the initial writing of the bill. More than 20 Assemblymen cosponsored the legislation when it was introduced into the lower house of the legislature. After some minor revisions and amendments the bill, known as M.O.R.P. or 139-A passed with little difficulty.

Although a companion bill had been introduced into the upper house of the Legislature it was decided that the Assembly bill would be moved directly to the Senate thus avoiding unnecessary delays.

Probably the most difficult task that faced proponents of M.O.R.P. was pulling the bill out of committee and on to the Senate floor for consideration. Compounding this problem was the myrid of controversial legislation being considered by this session of the Legislature. In the final week of the scheduled session M.O.R.P. was brought out of committee and when voted on – was passed unanimously.

All that's needed to make M.O.R.P. a reality is the Governors' signature. Basic provisions are as follows.

1. A two dollar increase in license fees (motorcycle).
2. Transfer of this two dollars from the Dept. of Transportation to the Dept. of Natural Resources.
3. The two dollars must be used for the establishment and operation of motorcycle recreation areas.
4. An advisory council composed of a cross section of persons interested in motorcycling will be appointed by the Natural Resources Board. The responsibility of this Council will be to guide the Dept. of Natural Resources in the development of a motorcycle recreation program.

An objection that has been expressed by many road riders is that they, by licensing their bikes, will be providing recreation areas for people who ride unlicensed machines. This is a misunderstanding that should be corrected immediately:

1. Motorcycle recreation areas can accommodate all cyclists. Picnics, club rallies, group camping, and a host of other activities could potentially be provided on these areas.
2. Most operators of dirt bikes also own road machines or license their dirt bikes.
3. Separate facilities can be developed for both road riders and dirt riders.

It is readily admitted that the off the road rider will probably make greater use of these areas than the road rider. However, it is unfair to claim that the road rider will be cheated or ignored by this new program. After all, the dirt rider who burns a minimum of 12 gallons of gas is paying approximately two dollars in road taxes; for roads he's not using.

With proper guidance and administration this program can result in benefits to the entire universe of motorcyclists; road riders, dirt riders, club members, independents, and anyone else that enjoys motorcycling and being with motorcyclists.

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John Langfield, Bill Landels and Barry Briggs race in Australia.

Briggs Crashes In Australia

By Peter White

SYDNEY, AUSTRALIA Feb. 28, 1970 – Four times world speedway champion Barry Briggs was injured in a spectacullar crash at the Liverpool Raceway, near Sydney, last night.

Briggs suffered a broken collarbone, a thumb injury and concussion.

Accident occurred on the first corner of the first race when Ted Lindskog (Sweden) overslid and sprawled across the track. Briggs clipped Lindskog's bike and fell. Then Scottish ace Bill Landels became entangled in the melee. It seemed as if Landel's bike touched Briggs as the maestro lay prostrate on the track.

Briggs was rushed to the hospital but was released later the same evening after treatment.

Meeting was his final booking in Australia this summer. In two previous outings on the Liverpool circuit he had been overshadowed by current world champ. Ivan Mauger. Briggs, however, had been hampered by machine trouble which he claimed he had remedied for this evening.

Although groggy this morning, Barry was not unduly distrubed by his injuries and stated he intended to stick to his schedule.

This involved flying out to America this Monday (March 2) to prepare for his booking a fortnight hence at Daytona.

Despite everything, Briggs will not hear of missing Daytona. "I am quick to heal" he said.

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Road Rider Action Notes

By H. J. Eble

That particular time of the year has arrived when enthusiastic riders hit the "old asphalt" again. The cold grip of winter has started to lose its hold, "old Sol" has begun to warm the air, the grass and shrubbery are starting to show their color, and the pulse of the road rider has started beating faster.

The year started off with the SCMA Installation Dance in Downey at the American Legion Hall complete with fog and a chilly night. In spite of these deterrents a sizeable group assembled for the activities and everyone seemed to let it "all hang out" and enjoyed themselves immensely.

Next in the chain of events was the installation dance of the R.R.C. at the Anaheim Bowl in Anaheim. As usual a good sized group vibrated their bodies to the musical strains produced by Johnny Campbell and his group of fine musicians. The dance was preceeded with a dinner attended by close to 100 riders and friends. One of the many pleasant moments of the evening was the apperance of Johnny George of the Ace of Clubs. Although sporting a cast one one arm he seemed fit and chipper.

On Feb. 8th with a stretch of good weather preceeding a warm and balmy week, the Majestics started the "ball" rolling with their Poker Run. With everyone tiring of "bench racing" and polishing the chrome during the winter months the time had come to hit the asphalt. There were somewhere in the vicinity of 800 riders at this event with about 500 entered.

I was able to make it up to Bakersfield and visit the Red Tops at their clubhouse. They had a rather unusual activity going for them that evening unlike the normal run of activities encountered among clubs. When was the last time that you attended a wedding at a genuine motorcycle function?? The bride and groom were in full uniform surrounded by fellow members and visiting clubs in full uniform along with guest outriders. In all it was quite different and it was all summed up by the groom who remarked, "It is the best wedding I've ever had".

Thanks to the courtesy of the Red Tops, I was able to hit the road the next morning and tool my way up to Manteca to the Golden Bears clubhouse where I joined quite a group signing up for a Poker Run that morning, about 360 strong. This set a new record for the north country for a one day run, with everyone raring to go on the first run of the year. It was an old fashioned Poker Run complete with a limed course, check points with sealed cards, and scenery that was quite unlike anything available in Southern California. The day warmed up pleasantly, the course was enjoyable and well planned.

I found a lot of interest from a number of individuals and clubs in some of the events planned in the Southland. Fortunately I brought some calendar of events with me both for the R.R.C. events and also the S.C.M.A.

On the calendar of the R.R.C. there is a correction to be made. I have been informed by the Ace of Clubs that they are vacating their date of May 30 & 31st and will have their run on the 6th & 7th of June instead. The reason given is that the city fathers at Lone Pine cannot handle the crowd along with the expected Memorial Day traffic, both in town and on the highway through town. Be sure to make this notation on your calendars.

Things seem to be picking up for the S.C.M.A. these days. The last I heard the membership stood at around 800 and things were looking better than in the past. Doug Berger, S.C.M.A. president, recently attended a Valley Council meeting in district 36 in response to an invitation by V.C. for further information on the S.C.M.A. activities. Since I do not receive too much information from the S.C.M.A. I do not plan to stick my neck out at this time with too many conjectures. However the possibility of an affiliation of the S.C.M.A. with the Valley Council would seem to be a distinct possibility.

It seems that there is some confused opinions on the R.R.C. Blood Bank among some of the outriders these days. Now while it may be true that it is restricted to participating R.R.C. clubs, it is also available to any outrider that wishes to donate. All that is required is that on the next Blood Bank night just show up (May 18th) and have a chat with Darrell Steen, who is the Blood Bank chairman and will be there. Any outrider can participate, and he and his immediate family will be eligible if for any reason it is needed. It really does not hurt one and is a very good form of insurance.

In the same vein of thought, there will be another change seen this year. Most everyone is familiar with the 29 Palms Run which is put on by the R.R.C. and the proceeds being donated to the City of Hope. However this year there will not be a 29 Palms Run. By unanimous vote of the R.R.C. the location of this popular event has been changed to Ridgecrest. This is up around the China Lake area about 12 miles due east of highway 395 (8 miles east of Inyokern). Mark this on your calendar of must runs for the year. Quite a bit of the local spadework on this event is being handled by the newly formed Hi-Desert Riders, a newly sanctioned A.M.A. club and the lastest club to join the R.R.C.

By Maureen Lee

For those of you who don't belong to a club or hang out in a shop which posts the District bulletin on the wall, we think it's a good idea to pass along a bit of information you may never have thought about and that's the ambulance fee. That 25¢ you pay is for stand-by only and doesn't include the ride to the hospital should you require one, (and we hope you don't!) Some time ago Perris was using an ambulance service that would haul your poor wounded carcase away to the hospital for free and at other times other tracks and desert runs have been able to provide you with this service. So, if you require attention you'd better inquire just what the deal is before you take that ride, unless of course you're in the condition where you must go immediately and to hell with the expense. But there have been some misunderstandings lately when a rider was presented with a $60 ambulance bill and thought that his 25¢ had covered that.

scramblin' around

By the time this column is printed Elsinore will be over with and frankly, we can't wait for this weekend to get here. The scramblers always do well there against the desert brigade where as at some of the big events they get eaten alive. We have a hunch that it's because a scrambler can go faster on fire roads and asphalt than a lot of the desert riders and can control those skids better. The idea the Gripsters have about no results being given out until the trophy presentation may not sit too well with a lot of riders but it will give the Gripsters some breathing space and they're the guys who are doing the work. It stops the hoardes of riders rushing up to the poor officials at the end of a long hard day saying, "Where did I finish, where did I finish?" And it stops something else that ALWAYS happens, the guy who thinks he won it or came in second or third just because his relatives were keeping lap charts on him. We can't mention names in this case but there are a couple of chaps who've been provoked into arguments because mummie said they were leading when actually the official lap charts showed they'd been passed. With tons of riders on a circuit someone can sneak by you and you don't even know you've been had! But all kidding aside, it's not a bad idea to have a buddy keep an eye on your position, scorers are not infallible although the Gripsters are using video tape and if you think a camera can pick up a wrong number, there ain't no way!

After the Elsinore we have some more big ones to look forward too. The Viewfinders Grand Prix scrambles at Bay Mare, entries are now open for that and if you wonder why Bay Mare and not Westlake, well, you haven't have time to check this out yet. However, last time some of the horse and cattle people got pretty up-tight with certain yo-yo's finding their way onto the property before race day and tearing around and you can't blame them. A couple of idiots can ruin things for all of us and this is one reason that the rules are so strict in Elsinore this year. Former District President Ron Sloans' quote of "We're our own worst enemy" is very appropriate.

Then in June the Dirt Diggers are planning a two-day super goodie. Would you believe two days of racing for both the little 'uns and the big 'uns? On two tracks yet? Keep you posted on that one.

Ray Wanna temporarily holds off Steve Bast and Jim Dawson. Steve won the 125 TT Main.

MOON SHINES AT MUDDY TROJAN

By Eddie Smith

SOUTH GATE, CAL. Feb. 6, 1970 – Friday night Irwin Moon won the 250 Trophy Dash and Main Event at the muddy Trojan Speedway. Moon was mounted on a 250 Bultaco in both of the TT races.

The track was very slick and muddy from the recent rains. At the start of the 250 TT Main five bikes tangled on the first turn and the race had to be restarted. On the restart Irwin Moon brought his Bultaco a little too low in the first turn and started a chain reaction with bikes and riders taking to the muddy track. When the race finally got under way Moon jumped into the lead to stay. He was chased by Tommy Horton and Steve Bast, both ere riding Yamahas.

Larry Shaw riding a Bultaco won the 250 Flat Track Trophy Dash. Shaw also won the 250 Flat Track Main Event.

In the Main Event Larry was leading D.C. Ralph by the length of the straight-away. John Caldwell and Ralph battled it out for second place. Ralph just edged John across the finish line for second.

Steve Bast brought his Maha to victory in the 125 TT Main Event and Trophy Dash. The 125 Flat Track and Trophy Dash was won by Scott Autrey on his Yamaha.

(Results on page 19)

Orange County Hosts A.F.M. Grand Prix

Sunday, March 15th Orange County International Raceway hosts the American Federation of Motorcyclists Grand Prix and Production Motorcycle Road Races. The first of 8 races will have the racers fighting for every point. With the National Point Champion going for the Castrol Motor Oil Perpetual Trophy and its cash prize, the Regional Champion will be going for the Mike Hailwood Perpetual Award with its share of products awards.

Having both Grand Prix races, allowing any type of modifications, and Street Production races, being showroom stock, the day of racing will be highly diversified. Starting Sunday at 12:30 the day will include, the Sidecar Assoc., Lightweight Grand Prix, and Production, the thundering herd of Big Bike Grand Prix and Production races. Children under 12 admitted free with parents, balloons by Yamaha International to all children. For further information contact James Manning, P.O. Box 622, So. Pasadena, Calif. 91030.

Briggs To Bring Intl. Speedway

Early this week Ex-World Speedway Champ Barry Briggs announced that he is signing a $100,000 contract to secure himself and other internationally ranking speedway riders for a series of 12 Inter-Am patterned Speedway events up and down the West Coast.

The races are backed by Peter Palmer and Pete Joseph. Palmer is the man behind Great Bear Enterprises and promoted the Indoor Speedway races at the Los Angeles Sports Arena last season.

Briggs is contracted to ride in the international competition and bring with him some six or seven of the World's best speedway riders to fill out the card.

Riders from Europe, England, Australia and Japan are expected to be on hand for the series that will be run on tracks in Northern and Southern California.

BONANZA INTRODUCES THE MINICROSS

Bonanza Industries, maker of the world's fastest minibike, introduces the Minicross, reportedly the first minibike designed for European type cross-country racing, the sport described as the most exciting on wheels.

The Bonanza Minicross is said to be a pint sized replica of the famed European motocross motorcycles.

Built for the rough treatment that is the very nature of motocross competition, the scaled down Bonanza version has an optional Ceriani-type front suspension, while the well-known Bonanza double-loop frame cradles and protects the engine. The Minicross is powered by the same 5-speed 100cc Hodaka engine that has won the U.S. Cross Country Trail Bike Championship for the last four years.

For best handling in the rough, the knobby-tired wheels are about 50% larger than conventional minibike wheels.

The combination of special suspension and larger wheels not only make this a superior machine for rough, cross-country racing but also a better compact trail bike for outdoorsmen.

A street model with lights and accessories to comply with traffic regulations is scheduled for production soon.

For further information write Bonanza Industries, Incorporated at 1775 South First Street, San Jose, California 95112.

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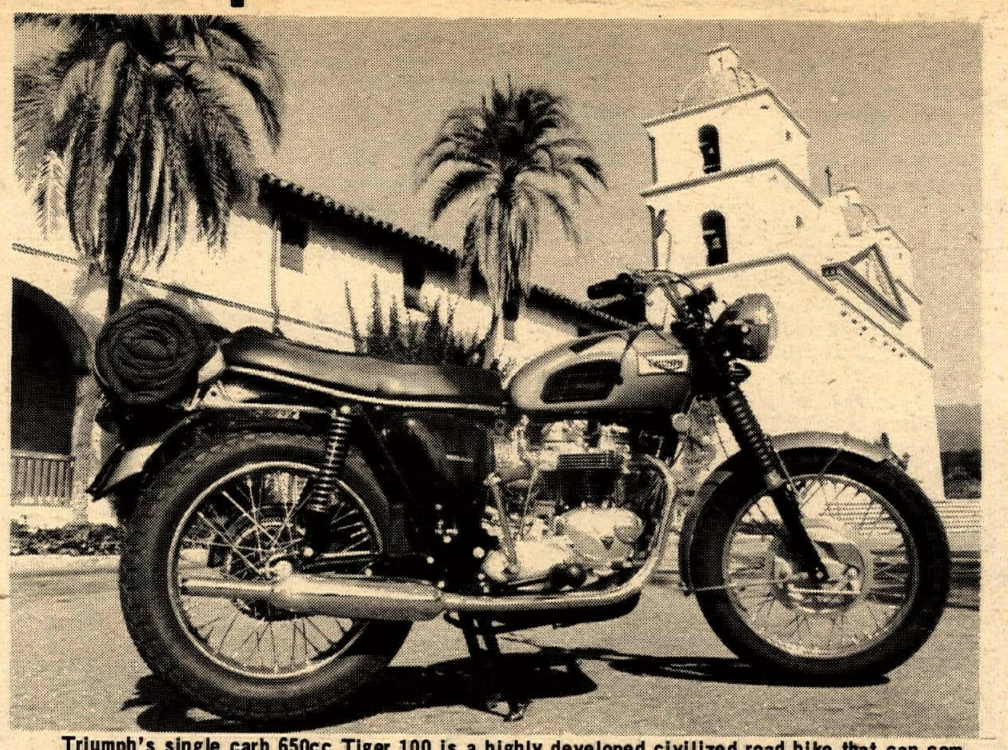
Triumph's Work Horse Of "The Breed Apart"



Triumph's single carb 650cc Tiger 100 is a highly developed civilized road bike that can comfortably convey one to far-spread scenic locales like the Santa Barbara Mission shown in the background.

Just at the beginning of this year's road touring season (which in California starts on the day following the close of the previous season) the CYCLE NEWS staff had the pleasure of testing one of Triumph's premier touring machines; the Tiger 650.

Although not the flashiest or the fastest model in the Triumph line, the Tiger has admirable simple virtures that endears it to riders who would rather spend their time soaking up the road, air and sunshine instead of tinering with a balky strip burner.

On one trip up and down the scenic Pacific coast we totaled up 500 miles packing doubled without the first problem arising. That seems to be the Tiger's forte; it is totally dependable even if somewhat mundane.

It is not a machine to arouse strong feelings pro or con in the uninitiated. The paint is sort of a metallic avocado and aroused comments from, "rather plain" to, "quite attractive".

No one however, could fault the workmanship or quality of finish. The paint, the chrome, the trim and all major components were beautifully rendered and speaks well for improved quality control in the Triumph factory. The only component the English have apparently despaired of improving is their gasket material. We noted wryly that on the model we tested there was a new accessory installed. At first glance it appeared to be a skid plate, but upon closer inspection it turned out to be a plastic watchamacallit, lined with foam rubber to absorb any oil seepage from the engine. Although Triumph seems to have chosen a rather Rube Goldberg approach to the problem, this little pan did its job well, letting no oil reach the garage floor. Interested Triumph owners can purchase a similar pan from their local dealers.

Although not the quickest bike on the boulevard, the Tiger has more than adequate acceleration, actually out dragging the more highly-tuned Bonneville up to 75 mph. Where the Bonneville has twin carbs for better breathing at high rpm's, the Tiger has a single carb for easy maintenance, better low-end torque and improved gas mileage. The new Concentric seems to have finally been sorted out and works exceptionally smoothly, with no coughing or sputtering when the throttle is yanked open imprudently.

The big twin would haul two people right on up to 100 mph with little vibration to warn that it is approaching the ton.

The Tiger's good gas mileage was made apparent when we were riding with one of the large two-strokes which seemed to use enormous amounts of fuel compared to the Triumph.

Handling was every bit as good as we've come to expect from Triumph motorcycles; dead steady steering and stable enough to ride in a gale. Riding one up or two, it made no difference in the hnadling.

The one thing that impressed us most about the Triumph Tiger 650 is that it performs all its functions without the slightest whimper. It is not a flashy high-strung street racer, but rather a untempermental workhorse designed to carry you from point A to point B with a minimum of hassles. It just wouldn't seem right to paint it Dayglo Orange.

1970 BERKSHIRE TRIAL SCHEDULED FOR MAY 16th & 17th AT MIDDLEFIELD, MASS.

The 1970 edition of this well established cross country motorcycle event will take place in the Berkshire Hills of western Massachusetts over the May 16th & 17th weekend, headquartered at the Middlefield Fairgrounds. The ISDT type event will cover approximately 400 miles of mountain trails and dirt roads, and will include special speed test sections both days.

Run under rules similar to the ISDT, the Berkshire awards medals to all finishers, gold, silver, or bronze, depending on the score earned. In addition, team awards go to the top trade supported one make team, and the top sportsman club team.

KAWASAKI ENGINE DIVISION ESTABLISHED

Kawasaki Motors Corp. has established an Engine Division with main offices in Minneapolis, Minnesota for distribution of Kawasaki engines in North America. Mr. Yoji Hamawaki, Vice President of Kawasaki Motors Corp. has announced that Mr. Darrel Krause will be the Manager of this Division. The new Engine Division address is 5100 Edina Industrial Boulevard, Minneapolis, Minn. 55435, telephone number 612/941-6696.

For the past four years Mr. Krause has been with the Motorcycle Division of Kawasaki. He is 31 years old with an excellent background in engineering and product development.

Kawasaki recently introduced engines for snowmobiles and All Season Vehicles. New models for minibikes, chain saws, and generators will be available soon. In addition to being Japan's largest air cooled engine manufacturer, Kawasaki is one of the world's leading manufacturers of ships, aircraft, high speed trains, and motorcycles.

Britain Asks For Yank Team To Compete In Speedway Races

By Dave Lanning

Wanted. A Stateside sponsor to send an American national speedway team to Britain this year. For a London meeting of British League Division II bosses have agreed to invite a Yank team to tour for the first time since 1951 – providing some organization will sponsor their travel arrangements.

Britian's Division II, with 16 clubs from Berwick on the Scottish border to Plymouth down in glorious Devon, is already heavily committed with international tours this year. The Czechoslovakians, box office bonanza last year, are returning for seven matches in August. Another series against young Australasia – the pick of aspiring Aussies and Kiwis – will also be staged later in the year.

Now, following correspondence with ace soloist Barry Briggs, who has been riding for Yamaha at Houston and Daytona, the British track bosses believe they could still find room for a visit from Americans, but they cannot afford to shell out to airlift such a team to the United Kingdom.

Commented multiple-promoter Reg Fearman, chairman of the Division II Management Committee: "We have the greatest speedway set-up in the world in Britain. Every nation comes here to learn about speedway – the Swedes, Russians, Poles. No nation can ever hope to become an international force without extended experience on our tracks.

"If the Americans wish to take advantage of our facilities, we would be delighted to see them even though, for the most part, they are a totally unknown quantity. We are gambling heavily on their public appeal.

"But providing they can arrange for a sponsor to fly them to Britain – and we understand that there are many big money sponsors in the States – then we would be prepared to arrange their accommodation and travel for their duration in this country. I envisage a 14 day tour, with five matches – but possibly more."

Fearman is contacting Briggs in the States to pass on this message. So the prospect of a British visit by an American team is now very much on the cards.

Briggs, incidentally, has announced that he hopes to commute to America during the British season, thus gaining the best of both worlds. "Although the travel will probably kill me in the end," he said, with a grin. New Zealander Barry has also bought 15 acres of land in California – an action that has set British fans furiously speculating about his long term intentions. Is mighty Briggs thinking of settling in the States?

Meantime, although his negotiations to get a Yank team to Britain looks like it's getting off the ground, his ambassadorial wranglings to sueeze National champion Steve Bast into this year's World Championship look like falling on fallow land.

With the British qualifiers having to be run earlier than ever this year, the tight schedule means that something like 200 British-based riders won't get a chance at the title. For there are to be no rounds on Division II tracks. And that means no joy for Bast.

Another international name in a similar spot is the Japanese champion, Jimmy Ogisu, now scheduled to make his European debut in the first big classic of the British season, the Wills Internationale at Wimbledon, London, on May 25.

Ogisu also asked to compete in the World Championship but was given the same answer.

But there is hope for the future. With speedway extending its horizons internationally it is likely that there will be a non-European theatre for qualification in 1971, encompassing riders from Australia, New Zealand, the U.S.A., and Japan.

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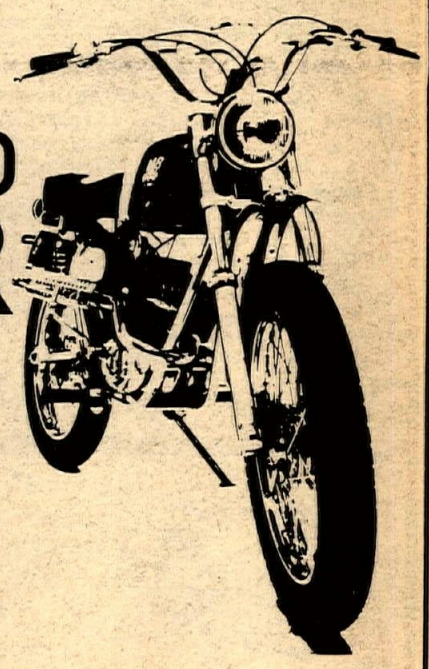

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Rayborn Looking For 7th Daytona Win

By Betzel Smith

Winner of six of the last nine national championship road races and eight of the last 14, Cal Rayborn will have to be listed as the favorite to win his third straight Daytona 200 mile championship March 15. If the San Diego Harley-Davidson pilot can master his performance, he would be the fourth rider to win the Florida classic three times, and the first to do it in successive years.

In compiling eight national championship road race wins since 1966, Cal has equaled Dick Mann & Joe Leonard's total of eight and is only one behind all time winner, Brad Andres who won nine titles in a five year span including three Daytona championships, all on the old beach course. In addition, Cal has finished second three times, has a third and a pair of fifths in the national road race circuit. Prior to winning the race the last two years, he was fifth at Daytona in 1967. His overall record shows him finishing in the top three in 13 of the last 23 pavement races.

Dick Mann, a polished vertan, who equals Cal's record in the winner's circle has not won a road title since 1965 when he won three within a month. His best finish last year was a seventh at Sears Point and in '68 was fourth at Loudon. He has finished second at Daytona three times, in '58-'59 and '62.

Gary Nixon won the 200 miler in 1967 and went on to win three of the four road races that year, and was leading the other one when he was forced out with magneto trouble. He also won the 110 miler in '66, the 75 miler in '65, and the Windber, Pa. 50 miler in 1963, his first national championship win to total six titles. He has won several 250cc races. Last year he pulled in third in the Heidelberg Mini race and in '68 ran second three times. His Daytona record shows him finishing second and fourth prior to his '67 win. He has finished second in five races; and has finished in the top five 17 times.

The only current three time winner entered, Roger Reiman, will have his sights set on number four. Roger won the first Speedway race in 1961 and then took back to back victories in 64-65. He was also fourth in '62. Roger has finished in the top five 20 times and finished second at Heidelberg last year. He was third at Sears Point and fourth at the Indianapolis road race.

Ralph White, the 1963 winner, will attempt to get number two. He was third in '62 and fourth in both '64 and '66. White has won three road races, finished second once and third six times. He has been in the top five 14 times.

Mert Lawwill who needs only a road race win to become the first rider in AMA history to accomplish a national in each category finished fourth last year. He has two other worthy performances at the big speedway, finishing with another fourth in 1967 and ran second to Reiman in '65. His road racing ability has been proven by finishing in the top five 11 times. He was second last year at Heidelberg and fourth at Sears Point.

Ron Grant was second last year and fifth in '68. He placed well in two other nationals last year, running number two at Indianapolis and fifth at Laconia. Art Baumann won his first national last year at Sears Point and ran third at Indianapolis. He was third at Daytona in '68. Walt Fulton III, won both the nove and amateur titles in successive years and is currently the only rider eligible to claim wins in all three divisions. He won the Heidelberg mini road race in his first expert year, but was limited to only one finish in the top five last year, with a fifth at Indianapolis. He was 14th last year in the Florida race.

A couple of Aanadian riders rank as top contenders. Mike Duff was third last year and Yvon DuHamel was second in 1968 and also holds a pair of 250 wins at the track. DuHamel was also fourth at Laconia and ninth at Sears Point last year.

Bart Markel who may be a doubtful starter due to a broken collar bone at Houston has not had too much success at Daytona or road racing. He has finished in the top ten only twice and was sixth last year and fifth in 1961. His best effort has been a second at Watkins Glen back in 1961 and has finished in the top five only seven times with three fourths and three fifths in addition to his number two spot in '61. He, like Lawwill, needs only a pavement victory to complete the national championship win circuit.

With more than a 100 experts expected to be on hand for the classic, plus the new 750 rule, the big race could be full of surprises and anyone of 15 racers could blanket the finish line. This year's race will mark the 29th running since 1937, which has seen 18 different winners. Reiman, Andres and Dick Klamforth are the only three time winners, while Ben Campanale, Joe Leonard, and Billy Mathews have won it twice along with Rayborn. Harley-Davidsons hold a big margin in the victory circle having won 17 of the races. Norton has claimed five, including four in a row in the early fifties, Triumph three, Indian two, and BSA one.

Listed below are the total national championship road racing records of the leading contenders who have either won or finished second and are still active in championship racing.

	1st	2nd	3rd	4th	5th	6th
Dick Mann	8	5	3	0	4	1
Cal Rayborn	8	3	1	0	2	0
Gary Nixon	6	5	1	4	1	2
Roger Reiman	3	4	3	7	3	0
Ralph White	3	1	6	3	1	0
Jody Nicholas	2	2	2	2	0	2
Walt Fulton, III	1	0	0	0	1	1
Larry Schafer	1	1	2	2	1	2
Buddy Elmore	1	2	1	0	1	4
Art Baumann	1	0	2	0	0	0
Mert Lawwill	0	3	3	2	3	1
Ron Grant	0	2	0	0	2	0
Bart Markel	0	1	0	3	3	3
Ron Pierce	0	1	0	0	0	1
Yvon DuHamel	0	1	0	1	0	1

Edgar Edges Walters At Mirimar

By Gary Barton
Photos by Bonnie Barton

SAN DIEGO, CALIFORNIA, March 8th – Miramar riding area – Derek Edgar, in his final appearance before returning to Scotland rode a Montesa Cota to a fine first place victory in the Master class.

He was however hardpressed by San Diego Trials Riders president John Walters (Bultaco, Sherpa T) for the Premiere Award. Aith 10 sections and 3 laps around a four mile course Derek just edged the win by two marks with 16 to John's 18 marks.

Trials rider moves his Saracen over one of the difficult sections presented to the Expert class, Sunday in San Diego. The excellent course was developed and presented by the San Diego Trials Riders.

Top SCTA riders Bob Nickelsen, Jack Ward, Bob Grove all had "off days", and finished well down in the final standings. In the Expert division Richard Bledsoe (Bultaco) sparked by his recent win at Saddleback Park in his first Expert ride made it "doubles" by taking top honors with a loss of 37 marks. Mark Eggar (Cotton) made his best finish to date with a good ride and a loss of 46 marks. Gary Barton riding a 125cc Saracen captured 3rd place with a loss of 49 marks.

Top Amateur of the day, Fernando Belair turned in a remarkable performance for the Montesa Marque. In nine sections with 3 laps or a total of 27 sections, Belair lost only two marks, a truly remarkable feat.

Five very challenging traps were set up for the women and kids with some tricky mud, loose rocky turns and interesting gully runs. Performances turned in were really remarkable and all competitors enjoyed the ride immensely.

All sections showed excellent fore thought and were a real pleasure to ride. Probably the toughest section for the Master/Experts was #1. Dropping off a 10 ft. high bank, you immediately turned right and went up a near vertical 6 ft. ledge, then a gentle turn to the left and down another 10 ft. bank, then a very tricky climb up a 5 foot ledge with a 120 degree right turn, right at the top, down the gully and another tight left turn, then with the exit in sight a two ft. ledge stopped several riders from clearing the "end" marker.

Section two had an interesting 3 foot drop off that was much easier than it looked but several riders "psyched" out and made several one and two dab steading prods that they know they shouldn't have. Section 5 was definitely a fun section offering several challenges, crossing a small stream, up a root and mud covered bank you then traversed about 20 yards of off camber slick terrain, then a slight ledge that required just the right amount of throttle to keep from breaking traction and slipping down for a sure 5 mark loss.

All in all the San Diego Trials Riders must be commended for turning another of their very excellent and well-organized events.

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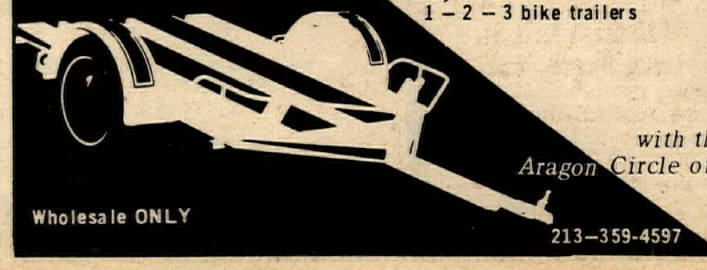
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A LOOK AT THE GRAND NATIONAL CHAMPION

By Ralph Branson as told by Mert Lawwill

"I won my first national championship in 1965 out at the fairgrounds in Sacramento," declared Mert Lawwill, Number 1 Grand National Champion motorcycle racer in the U.S., "this was really the high point in my racing career. I was riding a factory model Harley Davidson. My share of the purse was $1,200 that day – the biggest pay off I had ever received. I felt like I had the world by the tail. At last, after 4 years of competing in professional motorcycle racing, I was beginning to move."

Lawwill didn't know it, but this race also marked the midpoint in his career, since another 4 years would elapsed before he would win the coveted title, Number One Grand National Champion Motorcycle Racer in the United States.

It was on an October day in 1969 at the fairgrounds in Oklahoma City that he clinched the Grand National championship. But Lawwill was not aware of the big moment at the time. To begin with, there is no checkered flag or announcer's booming voice to proclaim the event; nor is the winning of the Grand National championship a one race shot.

Certain races around the country are designated national championship tracks. At each of these nationals, depending on the length of the race, a rider is awarded a certain number of points for winning or finishing in the money. Whoever accumulates the greatest number of points by the end of the year becomes the Grand National Champion, and is entitled to wear the number 1 until he is unseated. Lawwill finished 1969 with a point tally of 756 which was 97 points more than Gene Romero's second highest total.

In 1970, the number of points allotted will depend on the size of the purse rather than the length of the race. For example, a track that pays $6,000 will award 26 points to win. A track that pays $15,000 will award 100 points to win, 10 points less for second position, 20 points less for third, etc.

When Lawwill was a 5'6" teenager, he began taking part in non-professional, no purse, scramble events sponsored by the local motorcycle club in his home town of Boise, Idaho. During 1959-60 he began taking weekend trips to the Portland, Oregon area, mostly in the hopes of bringing home a few dollars. In 1961, he moved to southern California, where weekly events are held. At about this time he began to think seriously about motorcycling as a career. The following year he began competing in the weekly events at Ascot Park. He soon discovered that competition on the tight, half mile, T-T dirt track at Ascot Park was much hotter than anything he had encountered in the Northwest. "This was my first attempt to break into the big time," Lawwill said. In 1962, he ranked 5th Amateur among the motorcycle racers in the nation.

"I began making $80 to $150, depending on how good I could do," Lawwill said. "This was a far cry from the few dollars I had picked up in the 2 previous years from 4 professional races.

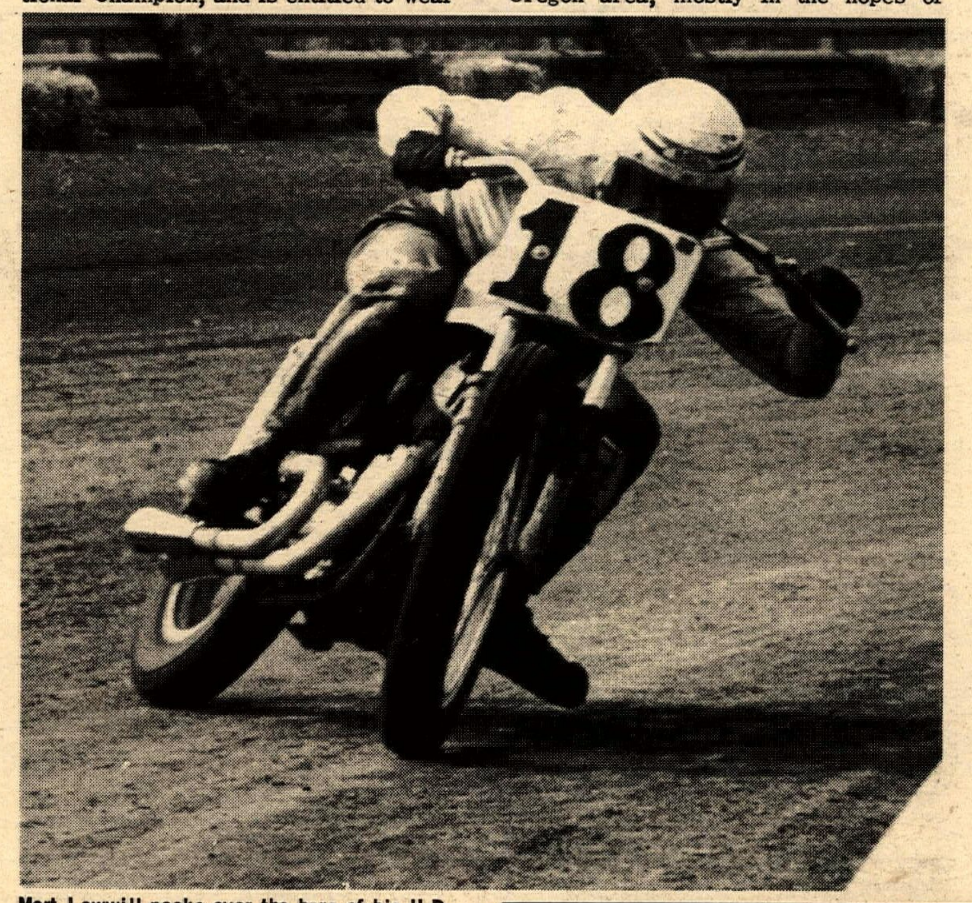
As a Novice, Lawwill started out riding a BSA, Birmingham Small Arms motorcycle – a comparatively light machine. He took his old BSA bike to California with him, "but I found that I had to change and modify it constantly under the new conditions," Lawwill declared. I changed the location of the engine and modified the geometry of the forks, so that it would be possible for me to ride that particular bike faster around that particular course. I got a lot of good experience, but I had so many engine failures that, finally, I decided I would have to change bikes.

Fortunately, he was able to get a new motorcycle, a Harley Davidson, from a new sponsor, Dud Perkins, a San Francisco Harley Davidson dealer.

"Actually," Lawwill said, "Roxy Rockwood, announcer at Ascot, was instrumental in securing the new sponsorship."

The first year on the Harley was very disappointing. "I had a hard time adapting to the new brand of motorcycle," Lawwill explained. It was a factory production K.R. model, 40 horse power – now they run up to around 60-70 h.p.

Mert Lawwill than began to approach the art of racing from a scientific viewpoint. He developed a winning formula that worked at each track. This article will be continued next week with Mert Lawwill's secret formula for becoming Grand National Champion.



Mert Lawwill peeks over the bars of his H-D flat tracker during his championship 1969 season.

EAST-WEST MOTOCROSS SERIES OPENS MARCH 22

International Racing Enterprises Inc. has issued an apology for the postponement of their March 1 motocross, due to weather conditions. They have moved the race date to March 22, but everything remains the same including $545.00 Sr. prize money and a 125cc Yamaha Motocross to overall Jr. winner for the day, also a 100cc Jr. event will be run and awarded 50% trophies. Re-scheduling this event has added an extra surprise for the riders. This event will be the 1 st event of their East-West Motocross Team series.

The East-West Championship series will be a five race series in which the top 6 Sr. riders will be awarded an all expense paid trip to compete in the Can-Am challenge at Pepperell, Mass., May 31st. The trip will include round trip air travel, leave on Friday the 29th and return Sunday night the 31st so as not to interfere with work, school, etc. Also includes motel accommodations and meals.

Intersport promoters at Pepperell will put up $600.00 for winning team. The week following the top 6 East riders which have been selected by series in East similar to our West series, will return to Bay Mare for the 2nd half of series for another $600.00 to the winning team. This series will be sure to find a true U.S. Motocross Champion. In addition to all other prizes I.R.E. will also give an all expense paid trip to Spain to the best Westerner of the finals, to attend the Intl. 6 Day Trials.

Throughout the 5 race qualifying series there will be cash paid to Sr.'s and exotic prizes to Jr.'s.

Contrary to previous reports of 5 Srs. and 1 Jr., in operating in conjunction with Intersport, Srs. only can represent in the U.S. Championship. Therefore, Jr.'s will be compensated by special rewards throughout the series.

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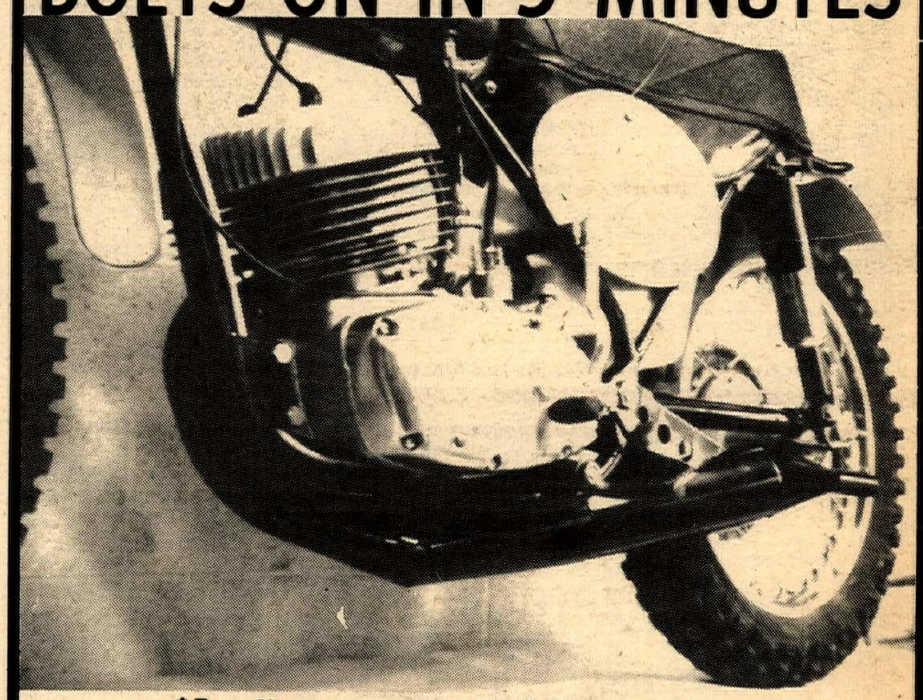

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SUMMER SEASON AVAILABILITY STRESSED AT BOB BAILEY'S

Performance and availability are being stressed at Bob Bailey's Service Center in Gardena, Cal. Bailey says he is set for the summer racing season with a tremendous stock of his custom fitting expansion chambers for the Yamaha Enduro line and Kawasakis.

Bailey, who is an AMA professional racer and carries National Number 33, has expanded construction and shipping facilities and guarantees his pipes against manufacturing defects for life.

The pipes are bolt-on items assured of fitting by being individually assembled and welded while attached to the actual model motorcycle they are designed for. They come in a variety of styles so riders can choose high rpm or hhot low end performance in a high or low mounted pipe.

Bailey's expansion chambers are continuously being tested and improved since his inauspicious start in this business just over a year ago. Bob and a friend, Wally Gordon made up a few pipes at the request of a racer and they worked so well word got around and dealers began asking for more pipes from Bailey's motorcycle repair shop. Now Bob estimates 90% of his business comes from the pipes.

Bailey's pipe builder busily stocks up for summer.

Bob worked on a prototype Yamaha 360cc motocrosser and says his expansion chamber will bring the Yammy's power down into a more useful range. He also hopes to have a complete line of pipes for all Kawasaki dirt machines and at present has 175 chambers on hand to fit the 90cc Bushmaster.

This year's pipes will all feature an improved heat shield and provide an easy way to extract more useable power from your dirt bikes.

Bailey's shop is located at 17124 So. Western, Gardena, Cal. Prices for the chambers start at $39.95 and orders for ten or more are shipped freight prepaid. Dealer inquiries are invited and counter brochures and price lists will be sent on request.

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Suzuki: Ready To Take On The Country

Santa Fe Springs, Calif. – For the 1970 competition season, factory sponsored Team Suzuki will field the strongest lineup in its history. According to U.S. Suzuki National Competition Director Paul Garnant, "We are going to enter national road racing competition in 1970 with five new T-500's and three T-250's." The big T-500's will run with more horsepower, a lighter frame, and better streamlining. While the T-250's will have six port induction, five speed gearboxes, new frames, forks, and brakes.

Riding these hot new Suzuki machines on the road race circuit will be veteran U.S. Champions Ron Grant, Art Baumann, Jody Nicholas and Jimmy Odom.

Ron Grant was literally riding motorcycles before he was big enough to kick start his first machine. Ron came to the U.S. from England in 1962, and joined Team Suzuki in 1966. The rest is history. Last year, Ron came in a close second at the AMA nationals at Daytona and Indianapolis. Ron also went down to Bonneville with two Suzuki's and came back with six land speed records. For 1970, Ron Grant will ride T-500 and T-250 Suzukis in all National AMA road races.

Art Baumann made his own niche in cycle history in 1969. Riding a Suzuki T-500 at Sears Point, Art became the first man ever to pilot a two-stroke motorcycle to victory in an Open Class AMA National Championship Road Race. Only two months later, riding the same Suzuki T-500, Art showed himself more than a match for the finest European riders by winning the California International Grand Prix. For 1970, Art will campaign Suzuki T-250's and T-500's in all National AMA road races.

Jody Nicholas, a top ranked AMA expert, is a newcomer to Team Suzuki. Jody started riding competitively back in 1960. In 1963, he won the 100-mile Expert National Road Race at Laconia, and the 150-mile National at Meadowdale, Illinois, finishing seventh in the AMA point standings despite an injury which kept him sidelined for half the season. In 1964, Jody won the Canadian International Lightweight Championships. The following year, Uncle Sam called, and Jody Nicholas went into the Navy to spend three years as a pilot. He returned to cycle racing in early 1968. But the 1970 season will be Jody's first full year back on the AMA National circuit where his skill and courage have won him a riding berth with Team Suzuki.

Jimmy Odom rode last year on the Suzuki squad. Jimmy started road racing after four years as a scrambler. He turned pro in 1966, and spent that season on a Suzuki X-6 winning TT's and flat track races. Jimmy was named the top novice TT champion in California that year. In 1969, Jimmy Odom was in third place at Daytona aboard a Suzuki T-500 when he had to come in on the 35th lap. In 1970, we look forward to seeing Jimmy Odom aboard a 500cc class Suzuki machine at Daytona.

In 1970, Suzuki will make a major push in motocross competition as well as road racing. Championship motocross riders Robert Peterson and Joel Roberts will join Suzuki's victorious Olle Petersson in campaigning Suzuki's new RH-70 motocross machine in both European and Inter-American motocross championship events. The RH-70 is an improved version of last year's highly successful RH-69. Both are specially designed versions of Suzuki's TS-250 Savage.

m.o.r.e. from the capitol

By Russ Sanford

Everybody wants into the act when it comes to motorcycle legislation. And it promised to become even worse unless we do something about it! In the past two months, nearly two dozen new motorcycle laws have been proposed in our State Legislature. And other governmental agencies such as the Bureau of Land Management and U.S. Forest Service are 'laying down the law' for use of areas under their jurisdiction. These new laws, both proposed and actual, all stem from several basic facts:

– The theft, dismantling, used, and resale of motorcycles and parts has become a big business. All of us, except those who are involved in this business, wish to see this stopped.
– Intentional vandalism, malicious mischief, littering, and harassment of livestock and wildlife by a few of us have aroused the unbridled ire of a great many citizens, including the responsible and respectable motorcyclists.
– Unintentional damage to public lands has resulted from off-the-road use. In some areas, due to soil conditions and other related factors, this damage is far-reaching and irreparable.
– Other than the irresponsible acts of a few, the biggest objection that other recreational land-users have to joint-occupancy is the excessive noise factor
– Motorcycling, being the faste growing form of outdoor recreation in California, has already far exceeded the capacity of land-use agencies to provide the necessary facilities for such recreation. Faced with overrun and overcrowded conditions, the natural reaction is to legislate against motorcycling.

All but three of the pending new laws or agency regulations result from one or more of the foregoing statements. Unfortunately, the people who normally prepare or present these laws do not possess a comprehensive, underlying knowledge of motorcycling and their good intentions often result in some untenable or unworkable law which does not resolve, but merely complicates our original problem. For example:

Recently, the Los Angeles Police Department asked a State Assemblyman to introduce legislation which would help to prevent or eliminate theft of motorcycles. A beautiful intention! The Assemblyman requested the drafting of such legislation, but in the drafting, the original intent was lost and resulted in the introduction of Assembly Bills 670 and 671 on February 11th. As introduced, these Bills:

– Define a trail bike as any motorcycle to be used off-the-highway on public or private land and which is not registered and licensed under the Vehicle Code for street-use. This definition would include three-wheelers, minibikes, speedway bikes, competition machines, trials bikes, desert bikes, and true trail bikes.
– Eliminate "title only" registrations.
– Establish an annual registration fee of $5.00 for each "trail bike".

NOTE: There are several other Bills before the legislature which require mandatory insurance for any registered motor vehicle.

– Establish delinquency fees and fines for failure to register.
– Require that each "trail bike" be equipped with an identification plate to be issued by the DMV for a service fee of $5.00. To obtain the ID plate, the applicant would have to provide physical descriptions, photographs, and statements of intended use. The DMV would decide if the applicant was entitled to the ID plate. Operation without the ID plate would be subject to severe penalty.

If the Bills were not bad enough already, they go on to provide that the revenues obtained from registration will be returned to the counties in which the owners of the "trail bikes" reside to be used for any purpse which the counties desire.

I met with the Assemblyman who introduced these two Bills and pointed out the obvious fallacies and reasons why the motorcyclists would strongly oppose such legislation. Much to my surprise, this Assemblyman asked me to draft a Bill which would solve the problems and which the motorcyclists would support. Rather warily, I outlined the provisions of such a Bill and he agreed wholeheartedly with every recommendation. The question now is, "Will you, the motorcyclists, support this proposal?" If you will, there is a very good chance that we can have this proposal substituted for its more ridiculous counterparts. The proposal will:

– Establish a law requiring the mandatory registration of all motorcycles. The registration will include motor numbers, transmission numbers, and frame numbers. If these components are not presently numbered, the DMV will issue numbers to be stamped on the components. The DMV will maintain its records and issue registration certificates for components in such a manner that a motorcyclist can interchange legally-owned components or buy, sell, and trade legally-owned components.

– Define streets and highways as those vehicular ways, either urban or rural, which receive sufficient vehicular traffic to cause them to be hard-surfaced in their normal form. The intent is to exclude certain limited-use roadways such as jeep trails, fire roads, and logging roads across public lands from the exacting equipment and licensing requirements of city streets and highways.
– Divide and define motorcycles into three separate classifications:

1. Street machines – those which are operated on streets or highways, either totally or upon occasion.
2. Trail machines – those which are never operated on streets or highways except to cross a single or two lane highway at an approximate 90 degree angle, or which do not fall into the classification of special machines (see below).
3. Special machines – those which are never operated on streets and highways, on public lands, or on private lands without the private land owners' specific consent.

– Establish a law which sets forth the licensing requirements for the three classifications of motorcycles and their operators:

1. Street machines – must be equipped with regular motorcycle license plates. The operators must meet all current requirements with respect to age and qualification while operating on streets and highways.
2. Trail machines – as a contingency of operation, must be equipped with a permanent identification plate to be obtained from the DMV for a one-time fee of $5.00. The ID plate number must appear on the Registration Certificate for the frame component. Operators need not be licensed.

NOTE: The DMV will be empowered to withdraw the ID plate of trail machines which become involved in intentional vandalism or malicious mischief in addition to such other penalties as might be imposed on the wrongdoers.

3. Special machines – no licensing requirements for either machines or operators. – Establish a law which sets forth the minimum equipment requirements for the three types of motorcycles.

1. Street machines – must meet all current requirements regarding lighting systems, horns, muffler, mirrors, and other safety features. If operated in an off-the-road capacity, it must have a suitable spark arrestor.
2. Trail machines – must be equipped with a suitable muffler and spark arrestor. If operated after dark, must be equipped with adequate lighting to warn other vehicles of its presence and intentions (Headlight, taillight, and stoplight).

NOTE: This proposal will not attempt to define "a suitable muffler", however, the CHP has been directed to establish acceptable noise levels for motorcycles and proposed legislation will be forthcoming.

3. Special machines – no requirements, unless operated on private proptery at which time they must be equipped to the owners' specifications and such other governing ordnances concerning mufflers and spark arrestors.

– Establish a law which exempts private landowners and public agencies from responsibility and liability for the condition of recreational roads, trails, and areas, except in those instances where hazards are intentionally introduced for the purpose of bringing physical harm to the recreation-seeker.
– Provide that the revenue received from the annual registration fee of $5.00 for trail machines is placed into a special fund to be used solely for the acquisition, development, and maintenance of off-the-road motorcycling facilities. The fund will be administered by the California State Department of Parks and Recreation on advice by the California Recreational Trails Committee. The California Recreational Trails Committee will revew proposals from the Parks and Recreation Departments of the various counties and establish priorities based upon current usage and demand. Each such project will be subject to approval by the California State Legislature.

That is my proposal! There are no new restrictions or additional requirements presented therein that are not currently before the State Legislature in a more restrictive or demanding nature. Even so, I know that some of you will object to this proposal. All that I can ask of you is to think it out, read between the lines, and then see if you don't come out winners in terms of expense, facilities, and freedoms which you do not now have available to you.

This proposal, if enacted, will prove that the majority of motorcyclists are responsible and respectable and that we are willing to pay for what we get. It will eliminate the age-old excuse that there is "no money in the budget for motorcycling facilities". This is our opportunity to introduce one Bill that will provide us with some workable laws and at the same time will eliminate the need for everyone else taking pot-shots at us in the form of miserable laws.

Whether you agree, disagree, or whatever your feelings, write and let me know. Time is of the essence! Write to Russ Sanford, c/o MORE (Motorcycle Owners, Riders, & Enthusiasts), P.O. Box 26062, Sacramento, Ca. 95826.

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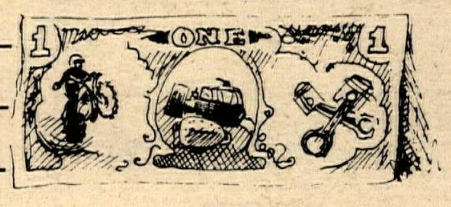

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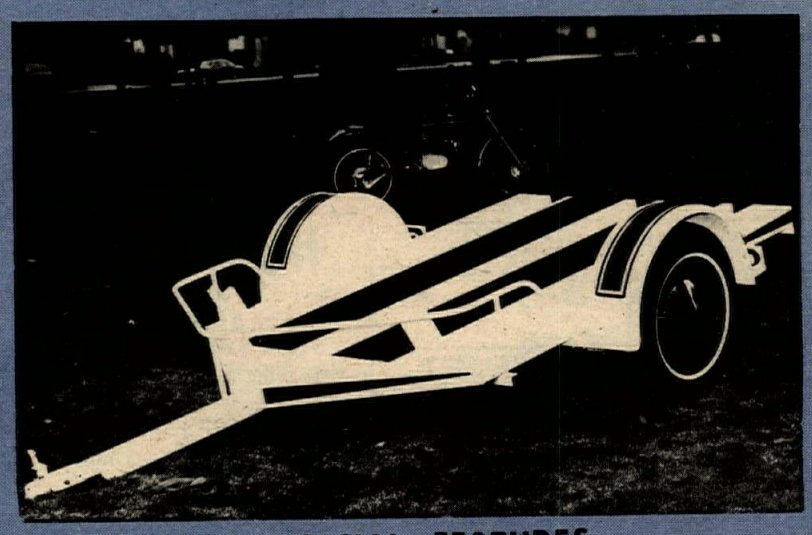

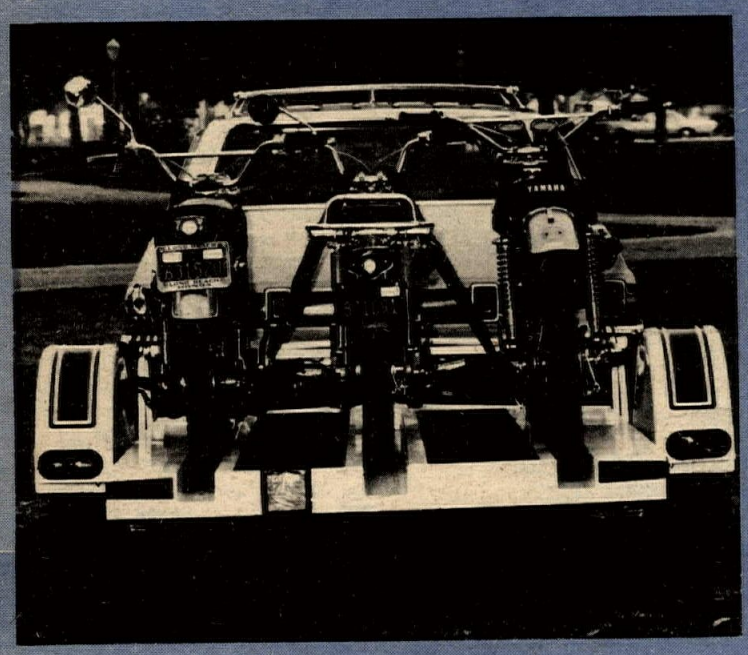

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